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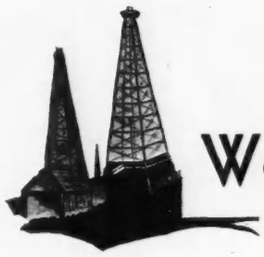

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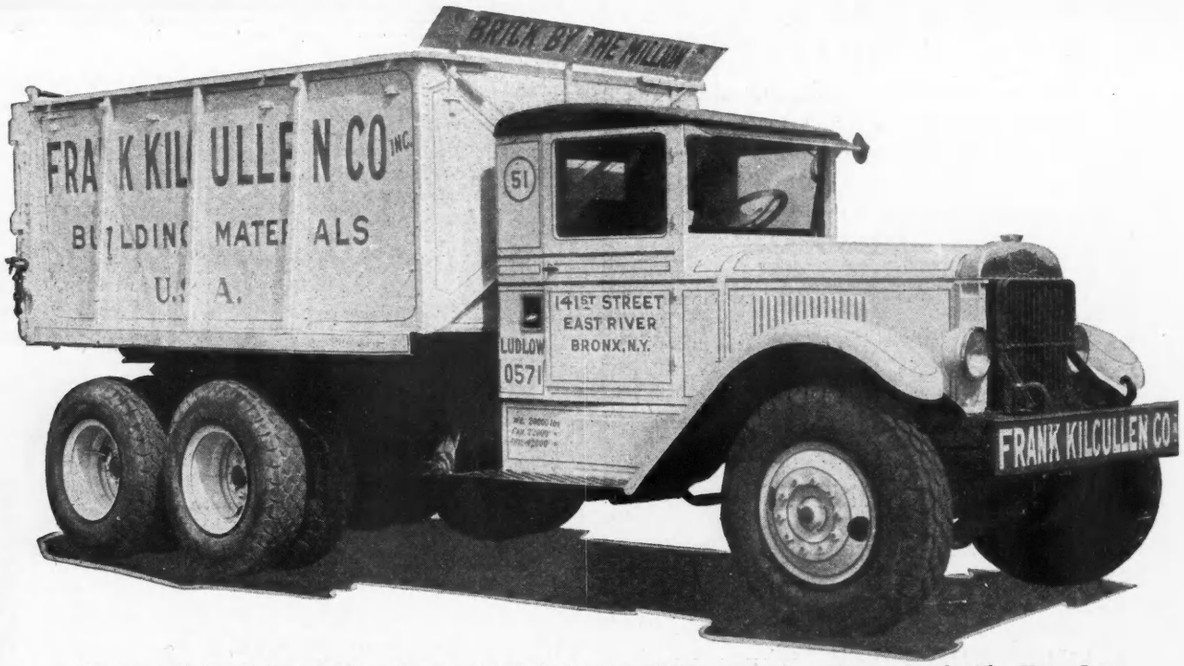

Here is one of the "big boys." It's an Autocar with 14½-yd. body and 20-ton payload capacity, equipped with a Heavy Duty St.Paul Underbody Hydraulic Hoist for Frank Killcullen Co., Inc. of New York City. Installation by Interboro Hoist and Body Co. of Long Island, N. Y.

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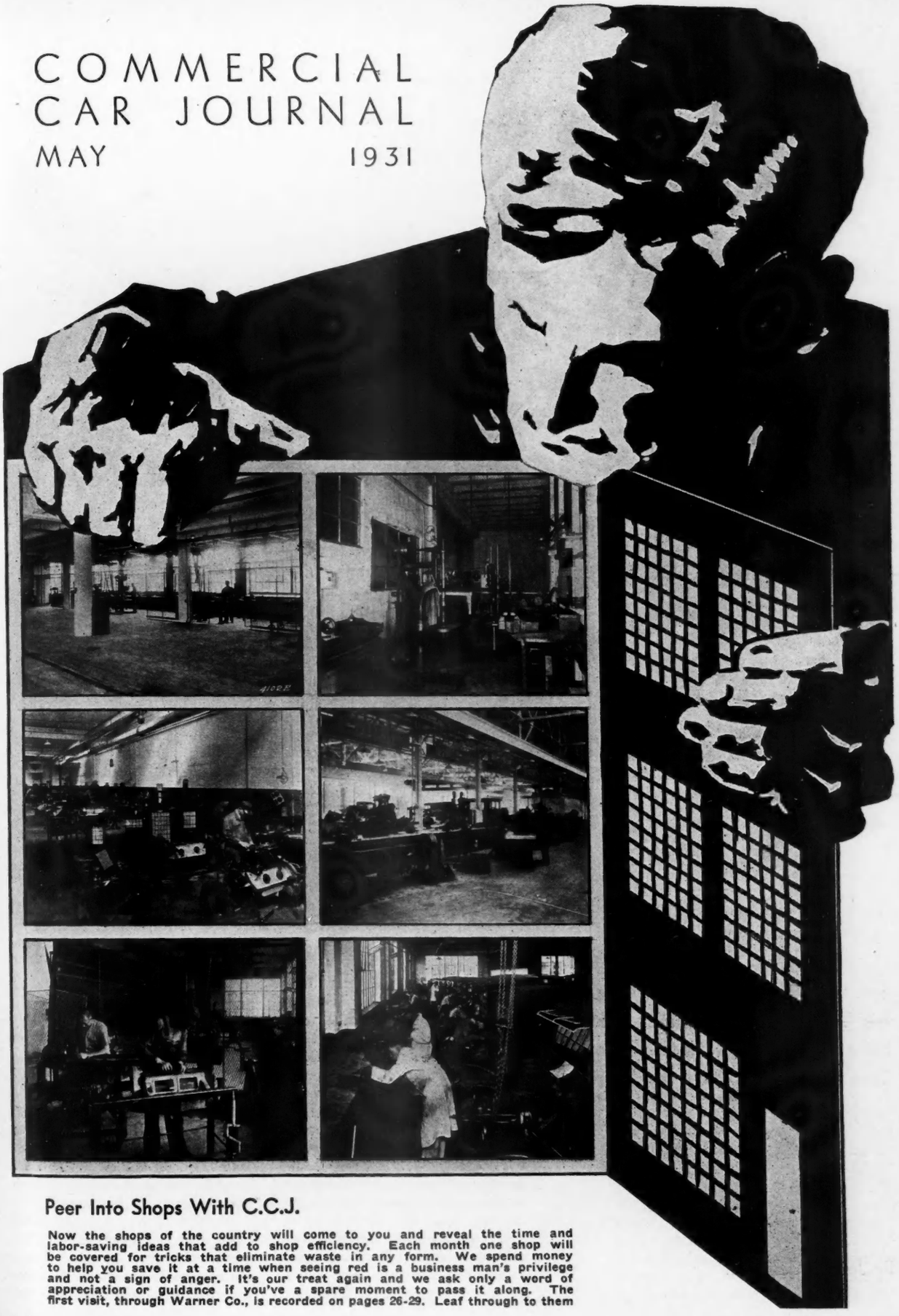
MAY 1931



Peer Into Shops With C.C.J.

Now the shops of the country will come to you and reveal the time and labor-saving ideas that add to shop efficiency. Each month one shop will be covered for tricks that eliminate waste in any form. We spend money to help you save it at a time when seeing red is a business man's privilege and not a sign of anger. It's our treat again and we ask only a word of appreciation or guidance if you've a spare moment to pass it along. The first visit, through Warner Co., is recorded on pages 26-29. Leaf through to them

RECORDERS Put Truck

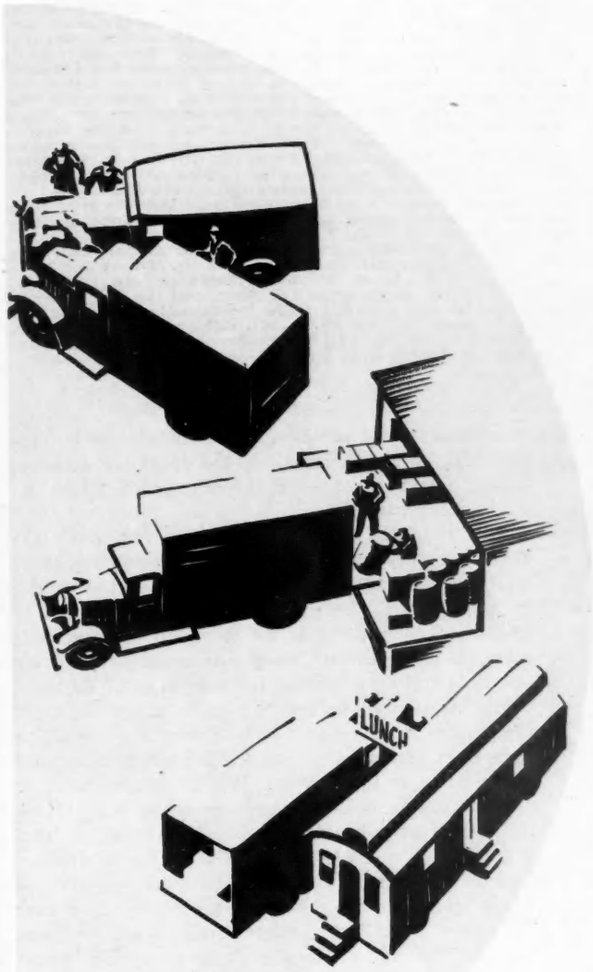
The Boss Doesn't Need to Ride His Trucks to Learn if They Are Being Handled Right—He Can Give Them the "Once Over" at His Desk

By Joseph Geschelin

THESE are just two little stories from real life taken at random from dozens of mighty interesting experiences told by the many fleet owners we called on in the last few months. Should truck recorders be used, and if so, why? is a man-sized question to answer. But a lot of public spirited men volunteered to swap experiences. So after some months of work, we have got together as many of the whys and wherefores on both sides of the fence as could be crammed into an article. We have tried to cover the subject from every possible angle—and you'll be surprised to find how many angles there are.

Just so we understand each other, this job is confined to the pros and cons of truck recording instruments, including both the type which does not produce a chart and the types which produce a finished chart. Now the first questions that our hard-boiled friends will ask are: "What good is it? How does it fit into my picture? Will it pay?"

Truck recorders are not given away, keeping the records they produce is labor for which there are no unpaid volunteers; control exercised as a result of informa-



Catching the Craps Artists

The boss was mad. "Something has got to be done about our New York route," he thumped. "The run is taking too long and costs too much. How about these truck recorders? I hear they're pretty good route checkers."

"Sounds like a swell idea," said George.

Several days later, George burst into the boss's office. "Well, boss, the secret's out. The boys have the golf bug. The recorder charts caught them spending about an hour and a half at Metuchen on every trip. I dropped in there yesterday and ran right into a hot game of African golf. I just ordered recorders for the other trucks and by shifting the golf dates to Sundays and holidays, I think we will make some money."

"Not Guilty, Your Honor"

Jim was in a tough spot. A lot of people swore that he was the hit-and-run driver who struck and killed a woman last week. And in court, the truck driver is always wrong. But when the recorder charts for a month back were produced and showed that his truck was in the garage for repairs on the day of the accident, the day before and the day after, things were a lot rosier. In fact, some of the witnesses weren't so sure that he was the driver. Now you would have to go over Jim's dead body to take that recorder off his truck.

OPERATIONS ON THE SPOT

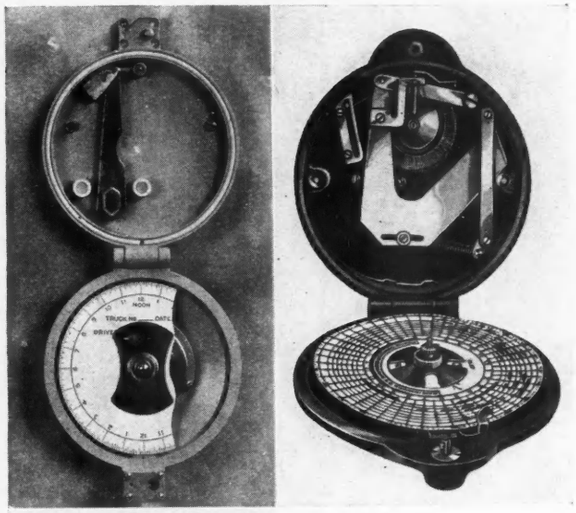
tion derived from the records calls for further activity on the part of busy men. The will-it-pay frame of mind demands an answer.

To justify the purchase of recorders it is essential to prove definite economies in operation, in schedules or maintenance. One fleet operator has invested more than $500,000 in recorder equipment—evidence of his belief in its value. Another estimates saving in gasoline during idling at $5,000 per year.

There are many ways in which money may be saved or income increased. Trucks cost money. Gas, oil and tires cost money. And the truck driver costs a little. Then again in many places, it is just as important or even more important to make deliveries on time, to get the truck around its route and back again within a certain time. We will show later exactly how the truck recorder provides a real check for both the operating department and the maintenance department. And this check is just as positive and reliable as if the boss rode on the truck himself.

To answer the question then, truck recorders will:

(1) Provide a running check on the cost of truck operation.
(2) By checking idling periods, save considerable gas and reduce wear and tear on the engine.
(3) Reduce standing time by showing just when the truck was standing and how long. (You can't cut down all of the delays but you can cut down some of them.)
(4) Check delays at shipping and receiving platform. Trucks spend a lot of time loading and unloading, sometimes it is longer than you think and a graphic chart will tell you just when and where to look for the trouble.
(5) Prevent over-speeding by balancing city routes and setting a pretty definite schedule for each stop. Without a positive check, the driver may speed up to make up wasted time or to get



Group I

GROUP I—VIBRATION TYPES

This group includes the vibration type recording instrument usually consisting of (a) pendulum which vibrates with the motion of the truck, (b) stylus attached to the pendulum which records pendulum movement on the chart, (c) graphic chart. On all instruments on the market today, this is of the dial type having a colored background, wax coated. The wax coating is scratched off by the stylus, a uniformly heavy line indicates truck movement and a thin line or gap indicates a stop. In many cases, particularly on motor trucks, engine idling also may be detected by the wavy character of the line denoting a stop, (d) special idling attachment, a feature of the Electric Tachometer instrument. With this attachment the recorder stylus is electrically connected to the ignition switch. When the ignition switch is off, the stylus is lifted away from the chart; when the switch is on it is pressed against the chart.

These instruments are all equipped with some form of clock mechanism which keeps turning the chart continuously at a definite speed.

Depending upon the operator's needs, the graphic charts on some instruments provide a 12-hour, 24-hour, 72-hour and 7-day record. In fact, one of the chief differences between the instruments is the character of the chart, and the way in which the information is recorded. The instruments illustrated are: Top left, Hans Sattler; Right left, Ohmer Fare Register Co. (Vibracorder); Center, The Service Recorder Co.; and Bottom, The Electric Tachometer Corp. (Tetco.)

through quicker so as to have spare time later in the day.

(6) Provide a time-keeping record for the driver. In many places it has cut down overtime by reducing waste of time during the day. It will certainly cut out a lot of arguments about overtime allowance.

(7) Assist in laying out delivery routes on a sound basis. It will show you how long it takes to get around the route, when the truck arrives at certain points, how long it stands, etc. A record for a week or a month will give a fine picture of average conditions.

(8) Show proper distribution of truck's expense.

(9) Prevent unauthorized use of time or equipment. Occasionally a truck will get out on a spare-time job that isn't bringing in any revenue to the boss.

Is there any extra service that the truck recorder gives besides the out-and-out operation records? Sure, and sometimes it may be more important than the other reasons laid end to end. According to many large fleet operators, the recorder chart has been accepted as bona fide court evidence in cases of accident, speeding and insurance adjustments. The case we mentioned at the very beginning actually happened in Philadelphia. As you know, the truck driver is always wrong, so it's mighty comforting to have some unfailing, unbiased record to back up the driver if he is right.

Another important angle comes up in connection with contract hauling. Frequently a bill is turned down because the customer claims delay, break-down of equipment or because he accuses the driver of wasting a lot of time. Without a recorder, the customer is always right, but the chart has collected many bills for some of the men with whom we chatted recently.

Just to make life more miserable for those who feel that they ought to get truck recorders there is the strong opposition on the part of the driver. In some places, the driver is a pretty independent guy who knows what he wants and what he doesn't want. And he doesn't want a recorder or anything else that will keep tabs on his movements. At least, that's his attitude before he is made to see the light. Strange as it may seem, quite a few fleet operators have been afraid to put on truck recorders because of the effect on the drivers. What's the answer?

Some pretty well-informed operators tell us that the old heart-to-heart man-to-man attitude is best. For instance, one fleet owner tells his driver frankly that a recorder is going on his truck in order to check up on his route but emphasizes the idea that his object is to test the performance of the truck and not the man. And the driver can be sold and made to like it, if he is told just what the recorder will do for him. Here is just a few of the ideas we were given along this line: (1) The recorder chart will show up the good driver and it is only the bum driver or the lazy driver who can possibly suffer. (2) The chart is a definite measure of the driver's usefulness and fits into any bonus scheme. (3) It avoids arguments and helps the driver in disputes about overtime charges. (4) The chart provides a constant check on his route and enables the boss to make a better division of the work. Often this will mean that his route may be changed to relieve him of some of the load. (5) The recorder serves as protection in court cases. (6) Protects the driver in cases of customer's complaint by giving an accurate picture of his movements during the day. (7) Protects the driver in case of theft of the truck and load.

One way of getting around the driver's objection is to put recorders on secretly. This raises a question on which the division of opinion is pretty cleean cut. Some are sure that the recorder should be hidden at first because if it isn't, the driver will be on his guard and will show a record much above par. Of course, this reasoning bears considerable weight. On the other hand, good results have been obtained by telling the driver about it and emphasizing the fact that the object is to check up on the route rather than on his own work.

GROUP 3—DRIVEN TYPES

This group includes positive drive recorders which produce a record showing not only stops and starts but vehicle speed and mileage. These instruments are driven from the front wheel or transmission. The records produced by the Recordograph and the Hasler instruments are on a long tape, as shown in the illustration. This tape gives complete details of the operating conditions for every minute of the day.

The only departures from the usual type of mileage and speed recorder are the Tachograf and the Pe-Ka instruments which feature a dial chart. The Tachograf chart is produced by two recording styluses scratching the waxed surface while the Pe-Ka chart is made by perforations. Like the others, both of these instruments are driven from the transmission or front wheel. The following instruments are illustrated: Top left, Ohmer Fare Register Co. (Tachograf); Top right, R. W. Cramer & Co. (Hasler Tel); Bottom left, Ohmer Fare Register Co. (Recordograf); Bottom right, Paul Knopf (Pe-Ka Recorder).

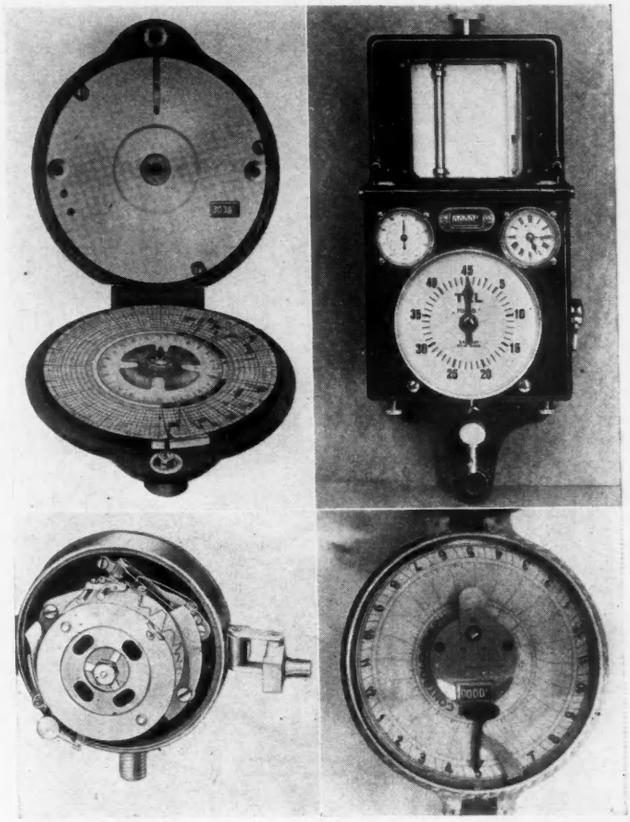
GROUP 2—INDICATING TYPES

This group includes indicating instruments, that is, those which do not produce a written record. The hubodometer is known to all readers and so is the odometer. They are simply revolution counters indicating total mileage on the face of the instrument. The hubodometer is attached at the hub of the vehicle while the odometer is driven by a flexible cable from transmission or front wheel.

The Telcam instrument is a special type of recorder combining the features of odometer, speedometer and overspeed device. The circular dial registers miles per hour while the thin indicating handle points to the maximum speed attained at any particular time. The three counters at the top of the dial register running hours, overspeeding hours and overspeeding times.

Group 2

Instruments illustrated are: From top to bottom — Veeder-Root, Inc., (Veeder); Ohmer Fare Register Co. (Hub - Odometer); R. W. Cramer & Co., Inc. (Telcam); Paul Knopf Co. (Pe-Ka Odometer).



Group 3

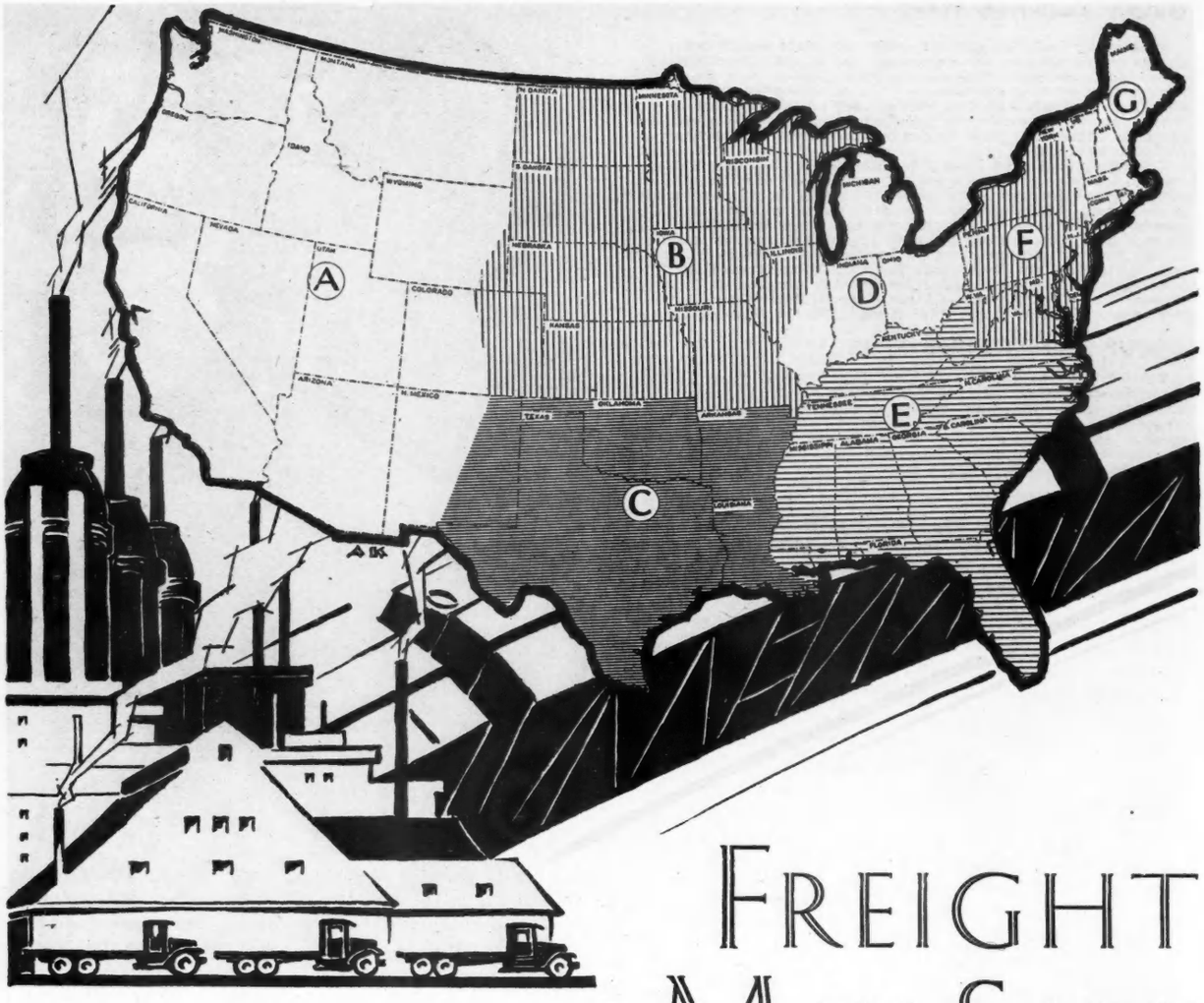
Beyond a doubt, the first thing to consider when thinking about recording instruments is the nature of the operation because the type of equipment and the kind of work are all-important. Just to show the method of approach, we have classified roughly some of the important types of truck operation. (1) Long-distance hauling; (a) light, high-speed duty; (b) heavy duty, relatively slower. (2) City delivery with large number of stops. In this type of operation, time is the important factor. Deliveries must be made promptly and at given times. If inspectors are used, the question will be whether some of these may be eliminated, although a number of large fleet operators still maintain a certain number of inspectors, even when the fleet has been completely equipped with recorders. (3) Heavy hauling, such as in construction work. (4) Contract work where the vehicle is hired out on hourly basis or by trip.

Contract work frequently is a pretty touchy proposition and in the experience of some of the fleet owners, the recorder chart has prevented many an expensive argument. For instance, it is quite common to have arguments come up because of lost time or break-down of equipment and for other good reasons. But in every case, the recorder chart helps to settle the issue pretty quick. On some contract jobs, the customer insists on the recorder because the recorder chart has been fitted into his accounting scheme.

Maintaining proper vehicle speed is often a very serious problem. Some of the angles concerning speed and its effects upon maintenance cost were discussed in "What Should a Governor Govern?" which was published in COMMERCIAL CAR JOURNAL, January, 1931. For our purpose, we might say briefly that in most fleet operations the average speed is well worth watching. Coasting and otherwise over-speeding on down grades is one of those things hard to control and even a governor is ineffective. Nevertheless, certain types of recorders which are designed to show miles per hour will show exactly when and where the overspeeding occurred, so that the use of this instrument will certainly help in keeping speed within limits.

Over-speeding is almost fatal to slow, heavy-duty equipment and burned out main bearings and broken connecting rods due to cowboy stuff on the road are common. Tires are certainly expensive enough, but they go quick when a heavy truck is overspeeded. An analysis of a truck's operation day by day will bring out the danger spots and cut down some of this heavy maintenance burden. Right in this connection, one fleet owner told us that on a certain long distance route he found it desirable to increase the running time after analyzing the operation with a recorder. This

TURN TO PAGE 52, PLEASE



FREIGHT MAY SAVE

NEW RAIL FREIGHT RATES ON TRUCKS COMPARED WITH OLD

Destination	From Detroit, Mich. Rates in cents per 100 lb., carloads			From Cleveland, Ohio Rates in cents per 100 lb., carloads		
	Commodity Rates Effective April 15, 1931 (†)	Second Class Rates (‡)	Saving	Commodity Rates Effective April 15, 1931 (†)	Second Class Rates (‡)	Saving
Binghamton, N. Y.	101*	79	*	91*	65½	*
Burlington, Iowa	100*	85½	*	107*	88	*
Cedar Rapids, Iowa	114*	104	*	130*	106½	*
Chicago, Ill.	60	67	−7	65	72½	−7½
Cincinnati, Ohio	60	67	−7	60	66	−6
Columbus, Ohio	52½	60½	−8	40	52½	−12½
Cumberland, Md.	96*	79	*	71*	65½	*
Davenport, Iowa	100*	85½	*	107*	92½	*
Dayton, Ohio	55	62	−7	52½	60½	−8
Ft. Wayne, Ind.	42½	54	−11½	52½	60½	−8
Grand Rapids, Mich.	45	57½	−12½	71*	69	*
Indianapolis, Ind.	60	67	−7	60	68½	−8½
Iowa City, Iowa	114*	104	*	130*	106½	*
Louisville, Ky.	80*	76½	*	87*	76½	*
Madison, Wis.	89	104	−15	101	110	−9
Milwaukee, Wis.	60	75	−15	80	80½	−½
Minneapolis and St. Paul, Minn.	114	125½	−11½	130	133	−3
Muncie, Ind.	59	63½	−4½	60	64	−4
Pittsburgh, Pa.	70	71	−1	35	52½	−17½
Rochester, N. Y.	75*	66	*	67*	60½	*
St. Louis, Mo.	100*	85½	*	107*	88	*
Syracuse, N. Y.	91*	79	*	83*	65½	*
Utica, N. Y.	101*	84½	*	91*	73½	*
Wheeling, W. Va.	67	71	−4	40	52½	−12½
Williamsport, Pa.	104*	94	*	83	85½	2½

†These rates apply to carload shipments of trucks, of passenger cars, or mixed shipments of both.

‡These rates apply now on carload shipments of trucks only.

*Rates indicated by asterisk are higher than the second class rates applicable on motor trucks in straight carloads. In these cases, therefore, the second class rates apply. The asterisked rates, moreover, are lower than the rates formerly available on mixed carloads of automobiles and trucks and are used upon such mixed shipments.

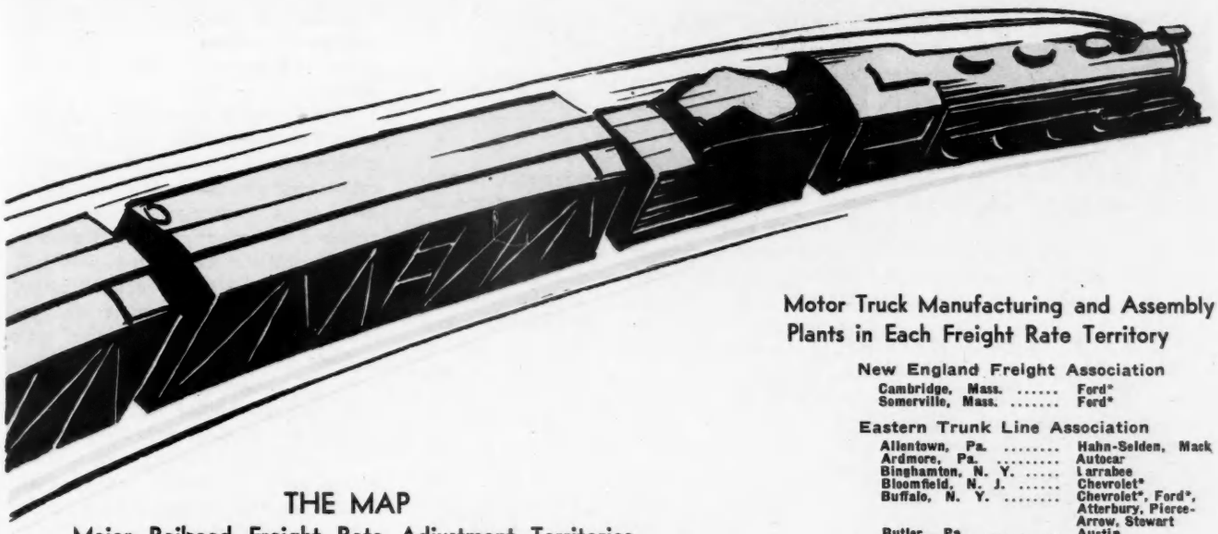
TO THE READER:

A simple map accompanies this article. Your enjoyment and ready understanding of this vividly interesting tale will be materially increased if you will refer to it frequently as you read.

TRUCK dealers and operators will benefit to the tune of something like $1,500,000 to $3,000,000 a year from the railroad freight rate reductions on complete motor trucks already in effect throughout the northeastern section of the United States and contemplated in every other section of the country before long.

Forty per cent of all truck dealers are located in these territories where freight rate reductions became effective about the middle of April. In these same areas 48 per cent of the total 1930 truck sales were made—and 56 per cent of all trucks in the country are registered there.

These savings which will accrue to the truck industry are more or less incidental to the far greater



THE MAP

Major Railroad Freight Rate Adjustment Territories

The map at left shows the approximate boundaries of the seven major freight rate adjustment territories.

A more technical and detailed map would show a slight overlapping of territories in a few instances and would indicate division of the Transcontinental Freight Bureau territory into two divisions which function only in connection with shipments within that territory.

		Registrations Com. Vehicles	1930 Sales Com. Vehicles	Truck Dealers
A	Transcontinental Freight Bureau territory	311,544	54,467	3,445
B	Western Trunk Line territory	607,911	72,943	7,469
C	Southwestern Freight Bureau territory	352,903	38,700	2,445
D	Central Freight Association territory	700,742	65,895	4,719
E	Southern Freight Assn. territory	361,747	47,042	3,171
F	Eastern Trunk Line Assn. territory	913,325	101,053	5,177
G	New England Freight Assn. territory	237,777	30,200	1,462
	Totals	3,485,949	410,300	27,888

RATE SLASH INDUSTRY $3,000,000

totals which will be clipped off passenger-car freight bills; but that's another story. The important thing to truck dealers is that freight isn't going to cost them as much in the next 12 months per vehicle as it has during the last 12.

So detailed and so technical have been and are the processes through which such rail-rate changes are brought about that the full dramatic and economic significance of these drastic revisions tends to be lost to all except the traffic experts and the railroad tariff specialists.

Let's see just what has happened; where we are now, and what the future seems to hold on this rate reduction matter. Here's the action already taken:

1. Since the middle of April commodity rate reductions on complete motor trucks and chassis ranging up as high as 50 per cent have been effective in the Central Freight Association, the Eastern Trunk Line and the New England rate territories—the areas marked D, F and G respectively on the accompanying map. *(Part of area affected by these cuts is in Western Trunk Line territory.)

2. Specific arrangements regarding rate reductions on motor vehicles shipped from manufacturing and assembly plants in San Fran-

*Specific rates on individual commodities are made by the railroads through seven separate territorial traffic bureaus, each of which operates independently of the other.

In addition to these seven major rate territories, the country is divided into three so-called "classification territories:" Official (which embraces the areas covered by the C.F.A., Eastern Trunk Line and New England rate territories); Southern (which embraces areas covered by Southern Freight Association rate territory); and Western (which embraces areas covered by Western Trunk Line, Southwestern Freight Bureau and Transcontinental rate territories.)

Motor Truck Manufacturing and Assembly Plants in Each Freight Rate Territory

New England Freight Association

Cambridge, Mass.	Ford*
Somerville, Mass.	Ford*

Eastern Trunk Line Association

Allentown, Pa.	Hahn-Selden, Mack
Ardmore, Pa.	Autocar
Binghamton, N. Y.	Larrabee
Bloomfield, N. J.	Chevrolet*
Buffalo, N. Y.	Chevrolet*, Ford*, Atterbury, Pierce-Arrow, Stewart
Butler, Pa.	Austin
Chester, Pa.	Ford*
Cortland, N. Y.	Brockway
Edgewater, N. J.	Ford*
Elmira, N. Y.	Ward LaFrance, American LaFrance
Newark, N. J.	Day-Elder
New Brunswick, N. J.	Mack
Norfolk, Va.	Ford*
N. Tarrytown, N. Y.	Chevrolet*
Philadelphia, Pa.	Ford*
Pittsburgh, Pa.	Ford*
Plainfield, N. J.	Mack
Reading, Pa.	Clinton
Scranton, Pa.	Maccar
Washington, D. C.	Ford*

Central Freight Association

Alma, Mich.	LaFrance Republic
Buffalo, N. Y.	Chevrolet*, Ford*, Pierce-Arrow, Stewart, Atterbury
Cadillac, Mich.	Acme
Chicago, Ill.	Diamond T, Ford*, Internti Harvester
Cincinnati, Ohio	Schacht, Ford*, Ahrens-Fox
Cleveland, Ohio	Ford*, White
Clintonville, Wis.	F.W.D.
Columbus, Ohio	Ford*, Segrave
Dearborn, Mich.	Ford
Delphos, Ohio	Gramm
Detroit, Mich.	Fargo, Gottfredson, Graham-Paige, Ford, Federal, Dodge, Fisher-Standard
Evansville, Ind.	Dodge
Flint, Mich.	Chevrolet
Fort Wayne, Ind.	Internti Harvester*
Highland, Ill.	Hug
Indianapolis, Ind.	Ford*
Kent, Ohio	Twin Coach
Lansing, Mich.	Reo, Durant
Lima, Ohio	Relay, Gramm-Bernstein (Commerce, Garford Service)
Louisville, Ky.	Ford*
Milwaukee, Wis.	Sterling, Ford*
Norwood, Ohio	Chevrolet*
Pittsburgh, Pa.	Ford*
Pontiac, Mich.	G. M. Truck
South Bend, Ind.	Studebaker
Springfield, Ohio	Internti Harvester
St. Louis, Mo.	Chevrolet*, Ford*
Toledo, Ohio	Willys-Overland

Southern Freight Association

Atlanta, Ga.	Ford*, Chevrolet*
Charlotte, N. C.	Ford*
Dallas, Tex.	Ford*
Henderson, N. C.	Corbitt
Houston, Tex.	Ford*
Jacksonville, Fla.	Ford*
Louisville, Ky.	Ford*
Memphis, Tenn.	Ford*
New Orleans, La.	Ford*
Norfolk, Va.	Ford*
Oklahoma City, Okla.	Ford*

Western Trunk Line

Chicago, Ill.	Ford*, Internti Harvester, Diamond T
Clintonville, Wis.	F.W.D.
Denver, Colo.	Ford*
Des Moines, Iowa	Ford*
Fargo, N. D.	Ford*
Highland, Ill.	Hug

*Assembly plant.

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FREIGHT RATE SLASH MAY SAVE INDUSTRY $3,000,000

cisco, Oakland and other California points have been made between railroads serving these particular plants and the executives of those plants. These reductions have been in effect since last January and affect primarily shipments from such factories as the Willys-Overland plant in Los Angeles, the Chevrolet, De Vaux and Fageol plants in Oakland, the Dodge plant in Stockton and the Ford plants in Long Beach and San Francisco. (These limited arrangements are not involved in any general action in the Transcontinental rate territory where these plants are located).

What will happen in the four other rate territories as regards reductions in specific commodity rates on complete motor trucks?

It is fairly safe to say that similar reductions will be made in all of these other territories—but it is difficult to guess the exact time at which new rates will become effective in these remaining four areas. It is definitely known, however, that railroad executives are working on rate reduction schedules in every territory. Further reductions may be announced between the time of writing this article and its publication.

With some few points in Western Trunk Line area affected by the C.F.A. reductions, for example, a special committee of Western Trunk Line executives is checking rates between other points in the W.T.L. territory with a view to revision.

Southwestern railroads already have petitioned the Interstate Commerce Commission for permission to establish greatly reduced rates on passenger automobiles from specific producing, manufacturing and assembling plants for hauls up to 500 miles in the Southwest-Kansas-Missouri areas. It is likely that such a move would indicate similar action on motor truck rates.

Carriers in Southern Freight Association territory are considering reduction in rates on motor vehicles, but definite conclusion has not yet been reached, according to a telegram from J. E. Tilford, chairman, Southern Freight Association, dated March 12. No later information has been developed to amplify that statement, but some experts are guessing that Western Trunk Line reduction will precede cuts in the Southern rate territory.

Transcontinental territory probably will be the last to put reductions in force. H. G. Toll, chairman, Transcontinental Freight Bureau wired us recently that "No reductions contemplated at present automobile carloads by Transcontinental Bureau."

The speculation that reductions will come last in Transcontinental territory is based on the fact that the reductions as a whole are being made for the specific purpose of trying to meet the competition of driveaways and truckaways. That this is very definitely the basis of the reductions made and contemplated is clear from the fact that several of the reduced tariffs issued in connection with the C.F.A., E.T.L. and New England reductions already made have printed across their introductory page in clear black type—"Rates herein are issued to meet driveaway and truckaway competition."

How successful this effort will be as regards complete motor truck shipments, only the future can tell. Nearly 70 per cent of all complete truck or truck chassis shipments already go by rail so far as the heavy-duty commercial vehicles are concerned.

• Half Shipped by Rail •

ABOUT 50 per cent of all motor vehicles manufactured last year were shipped by rail, as nearly as can be determined, so that the percentage of heavy-duty trucks going normally by rail already is considerably higher than the average for vehicles of all kinds.

In this heavy duty field, it is estimated, driveaways account for about 28 per cent of the total shipments, while about two per cent normally have been carried by water routes up to the present time.

Due to the fact that motor trucks in the past have always been rated as second class freight in all of the Classification Territories, the reductions will not mean quite so much to truck as to passenger car shippers, the latter vehicles having been classified at 110 per cent of the first class rate in Official Classification Territory prior to the reductions. This was reduced to first class April 20, making the classification uniform with Western and Southern territories. The classification rating will continue to apply where lower commodity rates are not published.

The new specific commodity rates on motor trucks are lower than the second class rates, nevertheless, on a vast majority of shipments and on most shipments between major points in the areas where reductions have been made.

Where mixed carloads of light trucks and passenger automobiles are shipped (and this is done to a considerable extent), the freight rate applicable to a passenger automobile is charged on the entire load. Under the new tariffs for hauls up to 500 miles dealers will gain on such shipments from the fact that these tariffs cover both passenger and commercial automobiles.

In a few cases the new commodity rates will be higher than the second class rate. In such instances, the second class rate still applies to shipments as in the past. Dealers and owners in these latter instances will neither benefit from nor be hurt by the rate changes.

An accompanying table shows the savings in cents per hundred pounds which will accrue on truck shipments between typical important points due to the reductions already made in three rate territories—a comparison, in other words, of the new specific commodity rates on trucks with the old second-class rate under which all trucks were shipped. Up to the present time both trucks and passenger cars had been shipped under the general classification rates entirely, no specific commodity rates ever having been developed for motor vehicles before, except the Pacific Coast States.

As he reads of these accomplished and proposed freight rate reductions, the average dealer will have one practical question pop into his mind quickly:

"How much pressure am I going to get from factory sources to reduce delivered prices immediately in proportion to the freight rate reduction?"

Different dealers will phrase the question differently, but some such question must come to the minds of all. With that thought in mind, COMMERCIAL CAR JOURNAL checked with ten or fifteen important sales executives in different factories to see what the general attitude was likely to be. It is our belief, as a result of this investigation, that dealers in most lines don't need to worry much about pressure from their factories on this particular point. Here is the gist of the ideas we gathered:

1. No factory will expect its dealers to cut delivered prices until such time as they have disposed of all trucks stocked before reductions become effective.

2. No factory will expect its dealers to cut delivered prices until rate reductions actually have become effective in their own territories.

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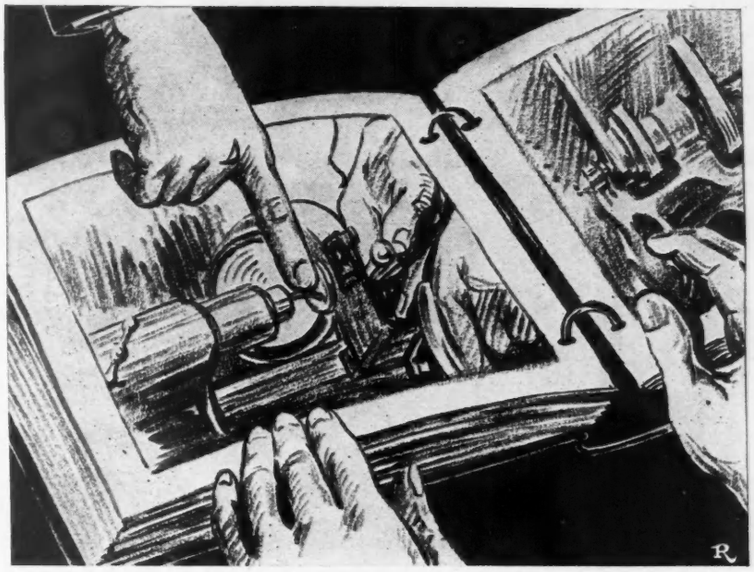
While Dealers Can't Bring Their Shops to the Fleet Operator, They Can Bring Facts and Photographs to Tell Economy Story of Their Equipment, Says Fleet Superintendent, Who Declares:



"I WANT THE DEALER TO SELL ME HIS SHOP"

I'VE concluded that the truck dealer is so close to his own shop that he doesn't see it!

I don't presume to tell him how to run his business, but . . . well here's my experience.

I am in charge of a fleet of a dozen trucks, just a small fleet. We have our own garage, and do most of our own repair work. It's an annoying chore because our particular job is to deliver merchandise, and that's a big enough job without worrying about whether Tom, Dick and Harry change oil at the proper mileage . . . and then the truck that needs the valve regrind; or the brakes that need adjustment when our lone mechanic is busy with a defective clutch.

Added to this grief is the wail of the Big Chief that truck maintenance costs too much. I'd like to chuck our shop into the junk pile and let the truck dealer worry about maintenance.

But there's the rub! Once I was bold enough to tell the Big Chief to do this very thing. He held up his hands in horror. "My God, man, do you know what our trucks are costing us *now?* If we let a lot of high-priced mechanics tinker with them, we'd have to go on the cash and carry basis or quit!"

He figured that so long as the repair work was being done on his own premises, it must be cheaper than a dealer's shop.

With our small fleet, we can't afford the investment of modern labor-saving shop equipment, such as the truck dealer has in his shop. Our mechanic is good, but the tools he works with are of necessity more cumbersome than those used by the dealer's shop. I was convinced in my own mind that we would save money, besides a lot of grief, by letting the truck dealer do all our maintenance work . . . from soup to nuts. He has the equipment, the expert mechanics and the facilities.

• He's from Missouri! •

BUT the Big Chief couldn't see it. My arguments were mere suppositions. I tried to sell the dealer's shop to him, but just why doesn't the truck dealer do a little shop selling on his own hook? Of course, we do get a general letter once in a while about, "we like to serve you, and would appreciate your business." But what I'd like to know is just *why* we should bring our truck work to his shop. To us it is a dollars and cents problem.

A letter that my wife got from a department store the other day gave me an idea. Some time I'm going to spring it on the truck dealer, and see if I can't get some cooperation in selling his shop to the Big Crief.

Well, the letter with the idea. The wife showed it to me. "Isn't that clever? I'll make my hose budget reach twice as far." Besides the letter there was a printed circular showing an operator running a "Stelos Mending Machine." It detailed how this new invention, with "needles more efficient than human hands," picked up broken threads in the finest silk hose, mended the "run" in the hose as efficiently as the original knitting machine. "We can mend your hose while you wait, and you'll never be able to detect the repair." An inset showed just *how* the needles worked.

I glanced down at my hose . . . the thing had possibilities! It looked convincing. But why worry a mere woman with mechanical technicalities? I wondered. And concluded that it was this *detailed description of the machine that brought conviction to the appeal.* It was the tangible evidence.

And now the truck dealer. Where does he come into the picture?

As it happens, we have a rather obsolete valve grinding tool in our shop . . . one of those brace affairs that the mechanic operates by hand.

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YES—TONNAGE

JUDGING from a perusal of personal mail, a trip through the mid-west and private conversations with sales managers, engineers, unit manufacturers, dealers, salesmen and operators, the general opinion seems to be that most truck tonnage ratings *are* drawn from hats. And if not from hats then, as the president of one truck company put it, "they are plucked out of thin air by a good many sales departments who seem to be willing to sell trucks on Barnum's belief." Barnum, you may or may not need to be reminded, was the census enumerator who observed "There's one born every minute."

Quite definitely most minds in the industry who are inclined to give the matter serious thought, admit that some standardized method of arriving at a truck rating, whether it be a payload capacity rating or gross vehicle weight rating, is much needed and would do the industry a lot of good. They agree that the existing rate-your-trucks-as-you-please policy in vogue among truck manufacturers has brought about a condition where to call a truck a 2-tonner is not

RATINGS ARE DRAWN FROM HATS!

And, It Appears, They Are Being Drawn With Eyes Wide Open and Not Blind-Folded As Intimated by the Cartoon Below Which Illustrated the Article "Are Tonnage Ratings Drawn From Hats?" Published in the February, 1930, Issue

By George T. Hook

NOW—LET'S HAVE THAT PAT ON THE BACK OR SOME WICKED LEFTS AND RIGHTS PLUMB ON THE JAW

If you think it is possible to devise a set of standards by which truck ratings could be governed, give the idea a pat on the back with a suggestion as to what the standards might be. If you think standardization is impossible, slam it with lefts and rights that carry stinging reasons why the idea is all wet. If the question of ratings burns you up in any way, cool yourself off in a scorching letter to the editor

to state a fact but to start an argument.

It is difficult to get an admission from every truck manufacturer that his way of arriving at a rating for a truck is haphazard. Some of them do frankly admit their systems are not based solely on sound engineering but are influenced to a considerable degree by competition, which naturally brings in guesswork. It is not unusual, however, for most of the manufacturers to claim that their rating systems are sound and that those of their competitors are sour. Such mutual condemnation is ample confirmation that there is an odor in Denmark which can stand a little incense.

It is a fact that most of the comments received and listened to by the writer since the publication of the original article entitled "Are Tonnage Ratings Drawn from Hats?" in the February issue, fall in the "something-should-be-done-about-it" classification. A number of the commentators make suggestions in the form of questions. But no one, so far, has attempted to suggest the engineering or design standards on which a standardized rating system might be based.

Since it is pretty generally agreed that most trucks are rated on hocus-pocus lines, the purpose of these discussions should be to develop a standardization plan. From now on the discussion should aim to answer these questions:

If the industry should have a standardized method of rating trucks, how can standardization best be accomplished? If standardization is an impossibility, why is it an impossibility? The interest of factory engineers and sales managers, fleet operators and dealers, distributors, salesmen and branch executives, is earnestly solicited. An exchange of views—with these pages acting as the clearing house—should settle the truck rating question. The result may be a standardization plan or it may be a conviction that standardization is an impossibility. Either result will help cure the industry of a complaint that may seem like a false alarm to some and a serious pain in the neck to others.

It is, of course, impossible to reprint all of the letters received on the rating subject. Since it happens that five of them are typical of all those received, and moreover are typical of unrecorded conversations enjoyed by the writer, the following excerpts from them are given as being enlightening contributions to the discussion.

B. A. Gramm, president of the Gramm Motors, Inc., writes:

● The Barnum Belief ●

"I CERTAINLY read your article on 'Are Tonnage Ratings Drawn From Hats?' If they are not drawn from hats they are plucked out of thin air by a good many sales departments who seem to be willing to sell trucks on Barnum's belief.

"Going back over the past thirty years, instead of the motor truck industry getting some real basis for proper ratings, they have unquestionably drifted further apart until the matter has become a joke. However, there is one ray of light, and that follows my original idea that trucks should be fitted to the business and not the business to the truck. I note in one of your articles for February,

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The Great American Truck Value

offered in a wide variety of models with Chevrolet-built bodies

109-inch Wheelbase

Commercial Chassis	$355
Open Cab Pick-up	$440
Closed Cab Pick-up	$487.50
Light Delivery Canopy Express	$550
Light Delivery Panel	$555
Sedan Delivery	$575

131-inch Wheelbase

1½-Ton Chassis (Dual wheels $25 extra)	$520
1½-Ton Cab and Platform	$680
1½-Ton 2-Unit Express	$700
1½-Ton Stake Truck	$710
1½-Ton High and Wide Express	$715
1½-Ton Stock Rack	$730
1½-Ton Canopy Express	$750
1½-Ton Panel Truck	$760
1½-Ton 2-Unit Canopy	$745

157-inch Wheelbase

1½-Ton Chassis (Dual wheels standard)	$590
1½-Ton Cab and Platform	$770
1½-Ton High and Wide Express	$800
1½-Ton Stake Truck	$810
1½-Ton Stock Rack	$830
1½-Ton Van-type Panel	$1045

All chassis prices f. o. b. Flint, Mich. All truck body prices f. o. b. Indianapolis, Ind. Special equipment extra.

CHEVROLET

No matter what kind of hauling equipment a truck user needs—whether it's a light delivery or a big van-type model—Chevrolet dealers are ready to supply it, complete with a Chevrolet-built body.

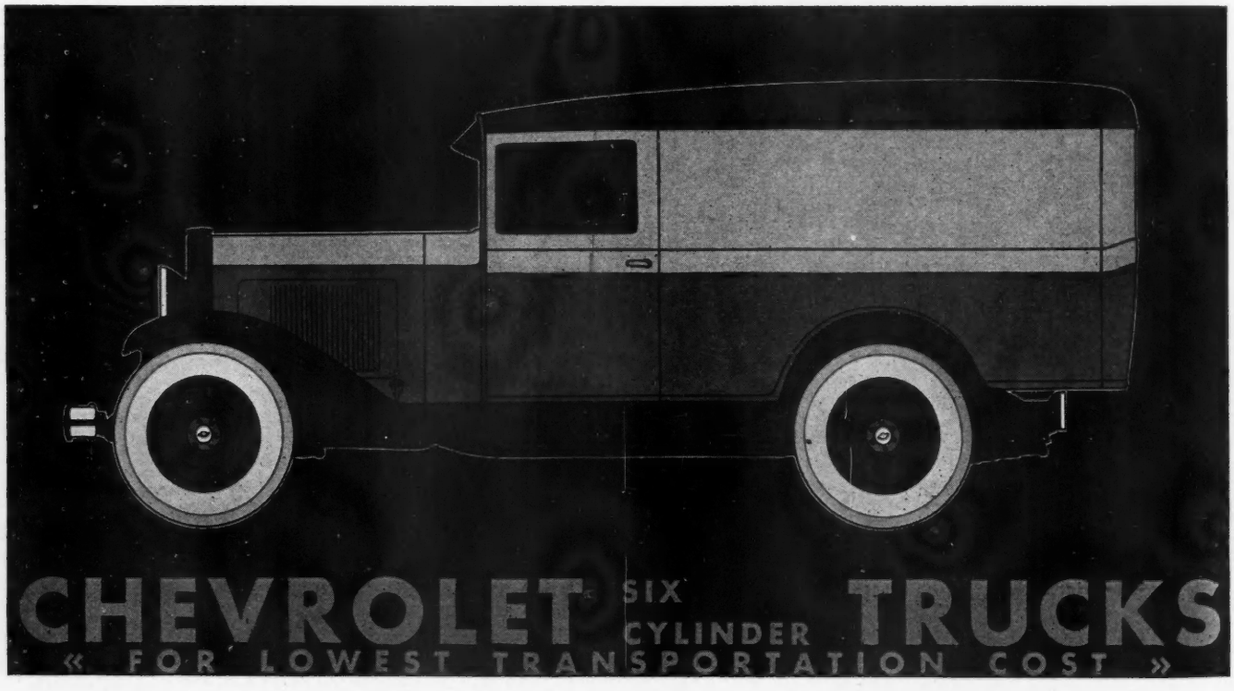
Today's Chevrolet trucks are available in a wide choice of six-cylinder models. They are built in half-ton and 1½-ton capacities. There are three different wheelbase lengths. And Chevrolet now offers a complete line of 18 different truck body types, to meet the special needs of every business, industrial and agricultural field.

Every Chevrolet truck has a 50-horsepower six-cylinder valve-in-head engine—giving 25% more power than any other motor in a low-priced truck. Each has the large load capacity that comes from full-size bodies, supported by long springs and long, heavy frames. These bodies are designed and built by Chevrolet for the Chevrolet chassis to Chevrolet standards of quality—and complete stocks are maintained in 52 distributing centers throughout the country. Leading American business firms have found that Chevrolet six-cylinder trucks cost less to operate than any other trucks they have ever used.

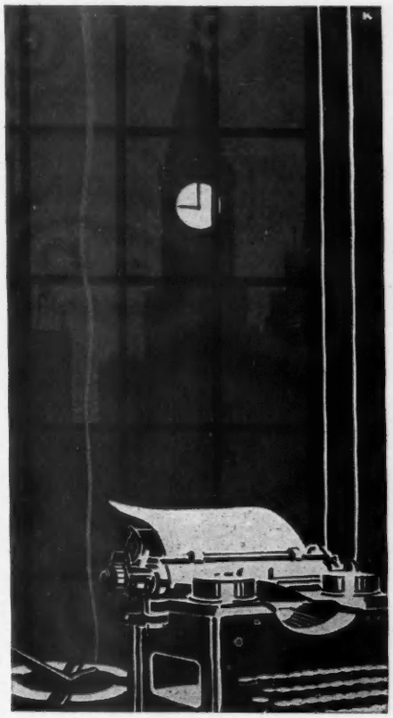
Whether you are interested in trucks from the buying or the selling standpoint, you will find it well worth while to check over today's Chevrolet commercial line. Learn why more and more truck users are changing over to the *great American truck value*.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN

LIGHT DELIVERY PANEL, $555



AFTER HOURS



"Marry the Gal!" If the railroads are all hot and bothered now about the competition they are getting from motor trucks and buses, we wonder what heights of desperation and frenzied spouting of complaints they will reach when two of their greatest potential competitors outgrow their diapers and begin strutting their stuff in long pants. We refer to pipe lines and electric power lines. These young octopi are extending their tentacles and poking them into the highly profitable long-haul transportation of fuel—oil, gasoline and coal. The pipe lines are gushing with oil and gasoline, and the electric power lines are sizzling with energy extracted from coal. And are the railroads sore?

Truck competition, it seems to us, is a mere mote in the railroad eye. The real cinder is just getting hot. And we wonder and wonder, since the truck's natural attractions fail to induce honorable emotions in the railroad breast and an offer of wedlock, whether the pipe line isn't unwittingly playing the part of constable and suggesting the proposal at, so to speak, the point of the spigot.

●

Tin Plate Wars It is hard to tell whether the idea of license-plate reciprocity is getting anywhere. License-plate wars flare up and die down and flare up anew. It seems as if every time a governor, secretary of state or motor vehicle commissioner is offended he puts on a cowboy suit and rides the poor truckmen. For the nonce, all is quiet on the Eastern front. New York and New Jersey were tangled in a bloody plate war, but now everything appears to be serene along the Hudson. New Jersey tried to pull Pennsylvania's hair, but let up after a few screams had produced threats of retaliation against the farmers that cross the Delaware.

The Mid-West, which has experienced about as many plate wars as China has revolutions, is mobilizing for another joust. Executives of truckmen's associations in Indiana, Ohio, Illinois, and Michigan are endeavoring to arrange a joint meeting of state authorities and truck interests in order to urge complete reciprocity. The national guards of these states may not have to be called out, but there's no telling.

With the major industrial states behaving like "nuts," it is a relief to observe the sanity of an agricultural state. We mean Minnesota, which liberalized its so-called reciprocity act to permit trucks from all or any state to make intermittent trips into Minnesota without having to secure and pay a Minnesota license tax. Previously only adjoining states were favored.

●

Rates Go Boom Well, the ice is broken, the die is cast, the cat is out of the bag, or name your own bit of rhetoric. But know you that on Monday, May 4, the Interstate Commerce Commission permitted railroads in the Southwest to reduce rates on cotton from origin points to Texas seaports to meet motor truck competition. The order said the rates must be "reasonably compensatory," must not apply to a distance beyond 500 miles and that the order expires June 25, 1932.

Bearing in mind that the Commission permitted a cut in freight rates applying to railroad shipments of passenger cars and trucks in order to meet drive-away and truck-away competition, and you may or may not arrive at the conviction that precedent has been established and we have the beginning of what is known as a trend. Our own feeling is that the I.C.C. will uncork more such permits but that the truck will, nevertheless, prove itself the more convenient and more economical transportation agency. The truck industry welcomes these tests and this publication, for one, will watch developments and report results.

●

And Some, Etc. For 1930, forty-one states report registrations of 262,507 trailers, a gain of 69,463 or more than 36 per cent over the 1929 total. This gain is the largest in any one year. This is good news, but there's also a tough break in it for trailers. Such numbers deserve recognition and legislators won't be long in according them the sort of recognition that is odious. Some states already have indicated the trend by lowering combination lengths.

Truck drivers have so many brickbats thrown at them that it is a pleasure to batter them with a bouquet. The National Safety Council, having just completed an analysis of motor fatalities covering the three-year period of 1927 to 1930 inclusive, announces that trucks enjoyed a 14 per cent reduction while private passenger cars were knocking off an increase of 37 per cent. This is ample evidence that truck drivers are keeping their eyes on the road, hands on the wheel and minds on the one all-important task of arriving safely.

This is annoying. We were all set to suggest that someone bring out a house-to-house delivery job with front-wheel drive. We knew that one of the problems in designing a house-to-house unit was that of getting a low floor level in the driving compartment. And we also knew that the front-wheel drive design, by eliminating the propeller shaft, automatically made a very low frame possible. Yes, we were all set to suggest when we were informed that such a job had been designed, and was in the hands of financial interests. Oh, well, we

TURN TO PAGE 52, PLEASE

SH THAT

12 Ideas from the Shop of Warner Co., Philadelphia, Pa., Operating 175 Trucks

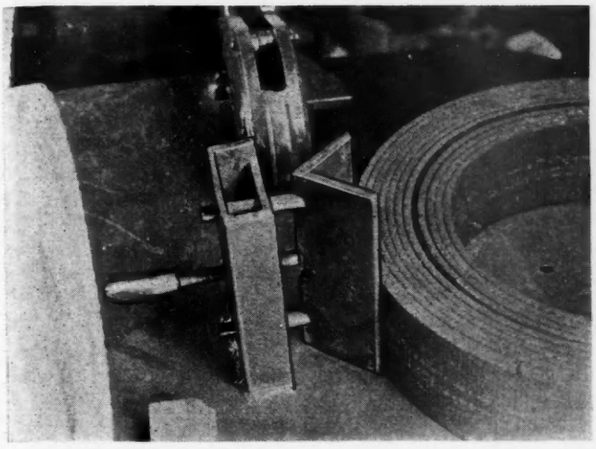
1. Brake Lining Table
2. Lathe Turning Plate
3. Radiator Rack
4. Salvage Jig
5. Bearing Cage Wrench
6. Spring Handling
7. "Old Man"
8. Clutch Assembly Jig
9. Axle Shaft Flange Squeezer
10. Differential Case Jig
11. Clutch Rack
12. Valve Holder

By James W. Cottrell

A VISITOR looking through the fleet maintenance shop of the Warner Co., Philadelphia, distributors of mixed concrete and building materials, is, like a boy at a three-ring circus, bewildered by interesting sights in all directions at the same time. A mechanic bringing a 7½-ton truck rear spring out of the stockroom without touching it, shuts off view of a machinist salvaging a $15 part by two hours labor on a lathe and a peek into the stock room reveals a table for handling brake lining which makes rolls of brake lining behave and saves five minutes time in cutting each set of linings.

And so it goes throughout the shop, stockroom, machine shop and general repair floor disclosing devices of many kinds which have the common purpose of saving time and labor and money. All of the devices were made in the machine shop to meet needs of mechanics or machinists in the shop itself.

SAVE CLOCK TICKS



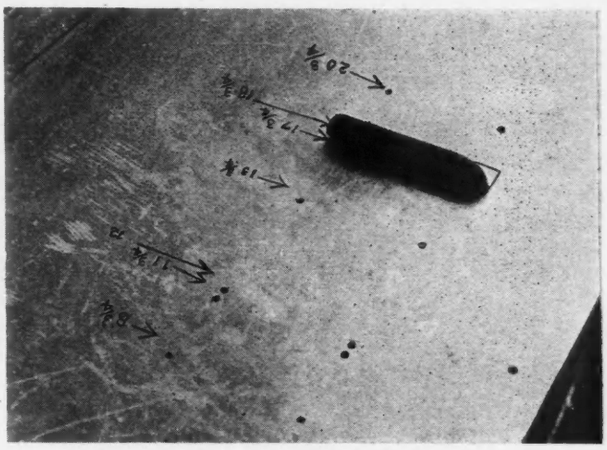


Fig. 1. Cutting brake lining
Table saves 5 min. per set of linings

How long is the service brake lining on truck 94? The answer is found in arrows on this brake lining cutter table which indicate the position for the stop to cut lining for any truck in the fleet. Lining is taken from the inside coils of a roll held in position by a home-made adjustable clamp.

The stop is a 5 in. piece of light 1 in. angle iron with two 5/32 pins.

Rolls of lining are stored on the table between two 2 in. angles 3 ft. long spaced 11 in. apart.

The roll from which lining is being taken is fastened between a piece of 3 in. angle 7 in. high welded upright on the table and an adjustable angle, with two pins ½ in. diameter and 3 in. long passing through a channel. Pressure is applied by means of a wing bolt.

1

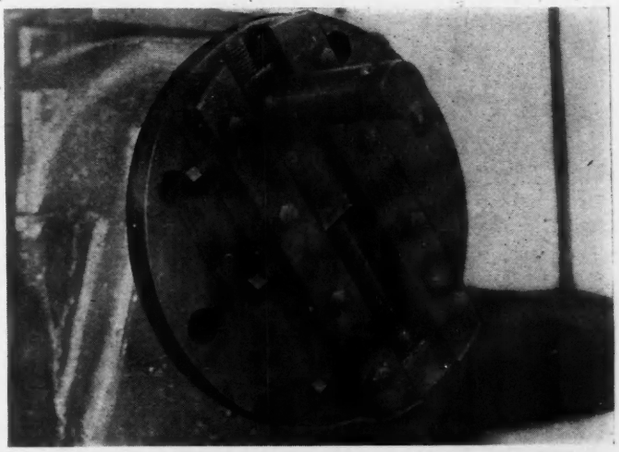


Fig. 2. Turning plate

The story of accomplishments of this turning plate "would fill a book." It is used to turn outside surfaces of odd-shaped parts too large to be revolved in the lathe; for illustration, the circular portion of a timing gear case to which the engine support bracket is attached. Practically all of the work of making the jig was accomplished on the lathe. The plate is 10 in. diameter and ¾ in. thick. The tool post slide is 2¼ in. wide. The tool post may be of any desired diameter and length adapted to the work to be performed.

2

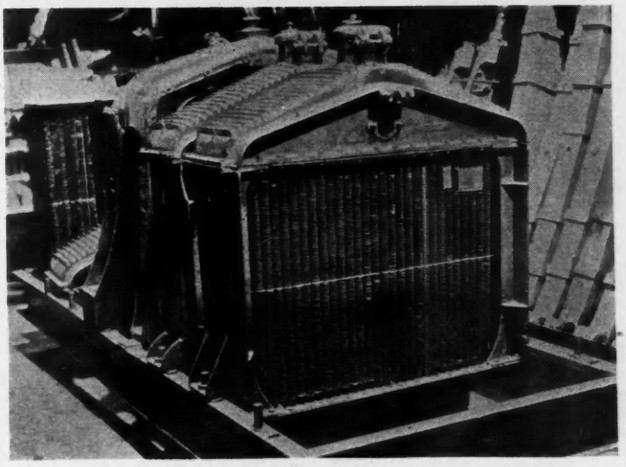
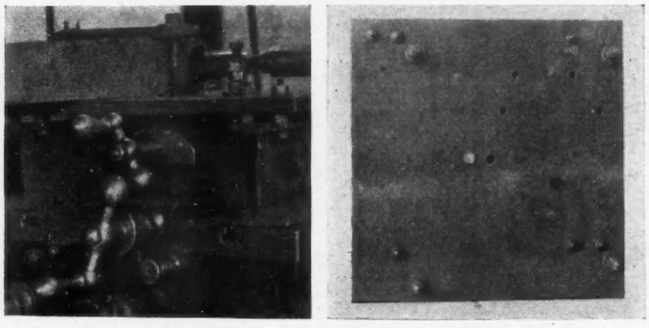


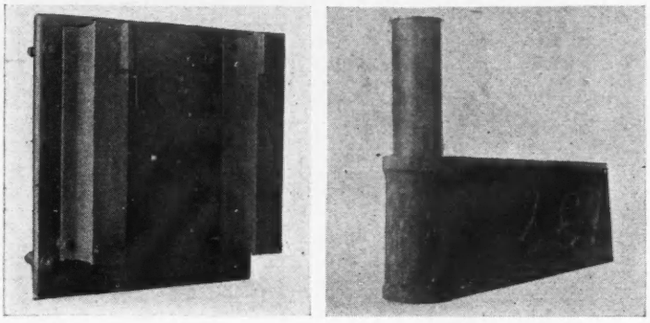
Fig. 3. Radiator rack
Saves labor of lifting radiators into bins and enables one man to place heaviest radiator

Because this radiator rack is on casters it can be moved out of the way with ease or placed beneath the monorail "sky-hook." Radiators are supported by their mounting brackets. The stock clerk can place a radiator on the rack or take it out to the shop unaided.

The rack measures 7½ x 3 ft. and is made of 6 in. light channel with flanges outward and welded mitered corners. A shelf at one end for Mack AC sections is made of two 2 by 3s bolted to side channels with a board placed crosswise. Two of the three casters are bolted to channel flanges, the third to one cross member.

3





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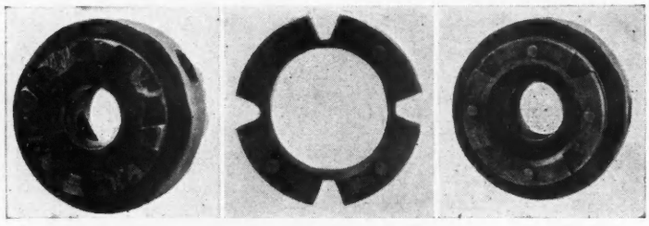

5

SHOP TRICKS THAT

Fig. 4. Salvage jig

Radius rods are reclaimed by rebushing. Time for first job 3 hrs., subsequent jobs 1½ hrs.

The radius rod is bolted in place on the jig, which is mounted on the lathe slide. The jig is formed of an 18 x 18 in. plate and two pieces of 4 in. I-beams spaced to fit the lathe slide. The square nut shown at center of plate fits in the tool post slide and fastens the jig in place. After reboring the radius rod, a bushing, made of standard steel tubing turned to size, is forced into place.

Fig. 5. Bearing cage wrench

Adapts one wrench to two types of cages

This tool fits Mack driveshaft bearing cages, but can be made to fit any type of cage. Outside diameter, about 6 in., is not important, the raised section containing the four lugs is 4 9/16 in. diameter and 9/16 in. high. The center hole is 1 13/16 in. and two holes 1⅛ in. cross at right angles through the tool. The latter holes are for a bar for turning.

Each of the four lugs measures 11/32 at bottom, 25/32 at top and is 24/32 from top to bottom arc. The adapter ring is a Mack special tool 9/16 in. thick with four ⅜-in. studs.

The tool is used alone on cages with V-shaped openings and with the adapter for cages with round openings.

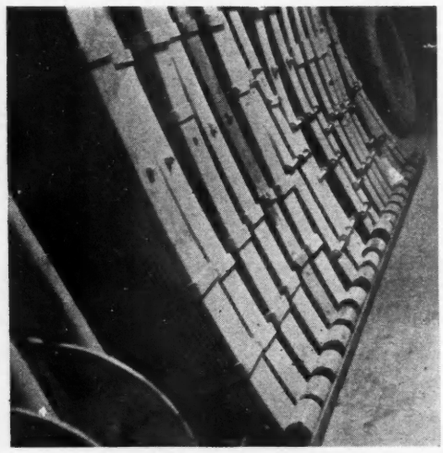

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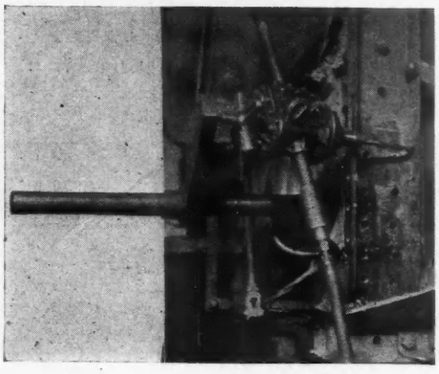
Fig. 6. Spring handling

Saves times of one mechanic 15 to 30 min. per spring change

Storing springs on end in a channel iron is not new, but—just a minute. In the Warner shop springs are lifted by a hoist with a clevis attached to the upper spring eye and moved into the shop by a monorail. Danger of injury to mechanics is overcome; one mechanic does the job with ease.



7

Fig. 7. "Old man"

Saves time and labor in drilling holes in frames, bodies and similar places.

A round bar with base and an adjustable arm comprise this drilling aid. The bar is a piece of 2-in. shafting, the base a piece of bar stock 2½ by 1¼ in. welded on. The arm is 2¼ by 1¼ by 13 in. reinforced by a 2-in. collar at one end. A standard set screw passes through one end.

SAVE CLOCK TICKS

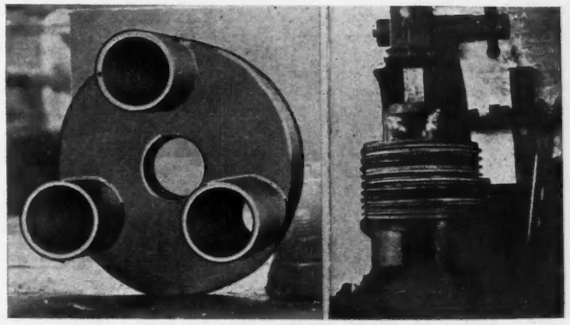


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Fig. 8. Clutch assembly jig

Saves—plenty

Loyalty to mechanics whose frantic struggles have been unequal to the task of coaxing three stiff springs and a lot of other clutch parts into position prevents a disclosure of the exact time-saving value of this jig. It is formed of a round plate to which three pieces of steel tubing have been brazed. Pressure is obtained from an arbor press. Simple as A B C.

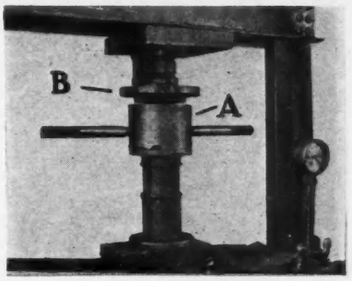

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Fig. 9. Axle shaft flange squeezer

Prevents axle shaft flanges from working loose and spoiling splines on shaft

The device, A, is a large round piece turned on the inside to fit the outside of the flange, B, with the taper spaced so that the flange will not go all the way down in the hole. The other parts above and below are fillers. To fasten flange to shaft the assembly is placed in a heavy press with shaft extending upward and the flange extending into the fixture. As the press ram moves upward it squeezes the flange tightly against the shaft splines.

Fig. 10. Differential case boring jig

Salvages costly parts

A jig, made on the lathe, makes it possible to bore out shaft holes in differential halves and rebush for standard size shafts. The first job of boring and rebushing takes 4½ to 5 hrs. Thereafter rebushing takes but a few minutes.

The jig comprises a base of steel plate with a piece of angle iron at one corner for bolting it to the lathe slide. Another smaller plate with a hole bored to fit the differential case and another hole for the boring bar is attached to the base plate. The case revolves about a pin on the outer end of which the the round plate with six holes is fastened. Actual boring is done by a boring bar placed between head and tail stocks.

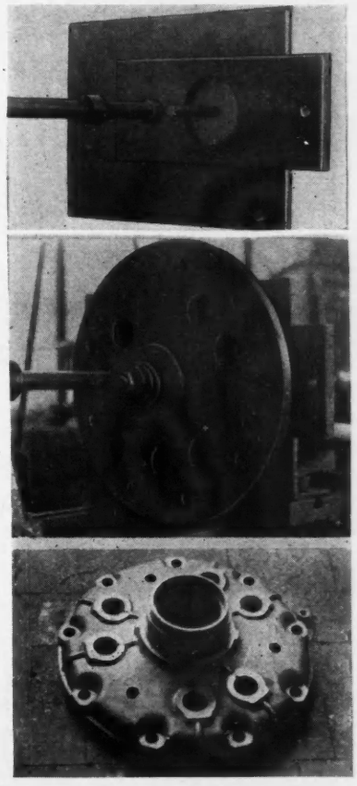

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Fig. 11. Clutch rack

Makes handling easier and saves space in stock room

Storing assembled clutch housings is a problem in any stock room because they do not stack well in bins or compartments. In this rack housings are placed open-end downward with clutch shafts projecting between sides of the bracket.

Brackets are formed of steel plate cut to shape by an oxyacetylene cutting torch. The two side pieces are joined at outward ends by a piece of steel bent into a channel shape. For convenience the make of clutch is noted on the wall.

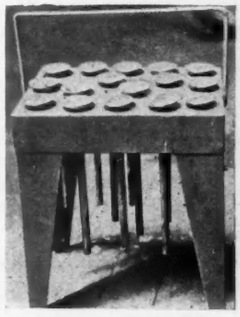
Fig. 12. Valve holder

This holder is used to keep valves in stock as well as to support them during progress of valve jobs

A mechanic draws a holder and set of valves from stock; after the carbon and valve job is finished he takes the old valves to the machine shop for reconditioning and the valves are then carried in stock in the holder.

One size of holder is used for any set of valves, number of holes and spacing being in accord with valves. This makes it possible to stack the holders in a corner of the stock room.

The holder is made of sheet steel and measures 10¼ by 7 in. on top and is 7 in. high. The fold-down handle extends 5 in. above the top.



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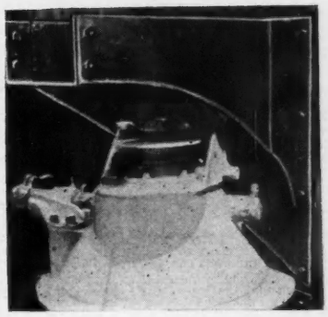

11

STEWART NOW FLIES

New 3½-Ton Model Also Offered as Six at Same Price. New 3-Tonner Presented at Same Time

Stewart's first "eight" is a 3½-ton unit, listing at $3,990, and capable of from 50 to 60 m.p.h. with full load

A NEW 3½-ton "eight" capable of making from 50 to 60 miles per hour with full load, heads the list of three new offerings just announced by the Stewart Motor Corp., Buffalo. It is Stewart's first "eight." Known as Model 38-8 and listing at $3,990, this new unit comes in a standard wheelbase of 170 in. and three special lengths of 196, 226 and 241 in. at extra cost. Besides its eight-cylinder engine it is fitted with a regular four and an auxiliary three-speed transmission, an optional worm or double reduction drive rear, four-wheel Bendix brakes amplified with a booster and 9.00/20 in. balloons, dual rear. This eight-cylinder chassis also may be obtained with a "six," in which case the job is designated as Model 38-6. The price is the same. The other Stewart addition is a 3-ton "six" known as Model 36X and listing at $2,990.

The engine in Model 38-8 is an L head Lycoming 3¾ x 4¾ in. "eight in line" developing 130 hp. at 2800 r.p.m. Torque is 305 lb.-ft. at 1200 r.p.m. This engine was described in detail in the January, 1931, issue of COMMERCIAL CAR JOURNAL, page 29. In the companion model, 38-6, a Waukesha 6SRL is employed. This engine, described in April, 1929, page 43, has a 4⅜-in. bore and 5½-in. stroke and develops 75 hp. at 1500 r.p.m.

A unit mounted multiple-disk Brown-Lipe clutch connects with the transmission, which is also of Brown-Lipe make. The gearset is composed of a standard four-speed transmission and a three-speed auxiliary, the latter mounted amidships. This combination provides 12 speeds, giving with a standard rear axle ratio of 7.3 to 1, a low low of 114 to 1 and a high with a .67 to 1 overdrive in the auxiliary of 4.89 to 1.

The cooling system embodies a cast aluminum radiator shell, fitted with vertical tubes, a large pump, 20-in. fan and thermostat. Starting, lighting and ignition are furnished by Delco-Remy equipment. Gasoline is fed by pump from a 31-gal. tank mounted on the side of the frame to a Stromberg single type carburetor. A gasoline gage on tank is standard equipment.

The rear axle is a Timken full floating double reduction unit with worm drive option. Ratios of double reduction unit are: 7.3 to 1 standard; and 6.3 to 1

AN "8" ON ITS BANNER

Specifications of New Stewart Models

Model	38-8	38-6	36X
Capacities	3½-ton	3½-ton	3-ton
Price	$3,990	$3,990	$2,990
Engine make	Lycoming	Waukesha	Lycoming
Size	8—3¾ x 4¾	6—4⅜ x 5⅛	6—3⅞ x 5
Transmission	4-speed	4-speed	4-speed
Auxiliary	3-speed	3-speed	.....
Brakes	4-wheel Bendix	4-wheel Bendix	4-wheel Bendix

and 8.1 to 1 special, at extra cost. The standard worm axle ratio is 7.25 to 1. Specials are 6.1 and 8.66 to 1. Propeller shafts are tubular, 2¼ in. diameter, and are fitted with three metal joints. Radius rods are standard.

Semi-elliptic springs, 40 x 3 in. 14-leaf front and 56 x 3 in. leaf rear with 6-leaf auxiliaries support a steel frame, 9 in. deep and 9/32 in. thick. Steering is supplied by Ross cam and lever gear.

The service brakes are Bendix Duo Servo four-wheel, mechanically operated by rods on the rear and cable on the front. The system is amplified by a B-K vacuum booster. An external brake, mounted at the rear of the main transmission, is provided for hand braking.

Standard equipment includes large chromium-plated head lamps, stop and cowl side lights, tire carrier, rim, front bumper, speedometer, windshield wiper, air cleaner, etc.

Model 36X is powered by a Lycoming 3⅞ x 5-in. six, developing 90 hp., mounted in unit with a Brown-Lipe multiple disk clutch and four-speed transmission. A three-speed auxiliary transmission can be obtained at extra cost. This model is supplied in two standard wheelbases, 165 in. standard and 149 in. short, and three specials, 176,

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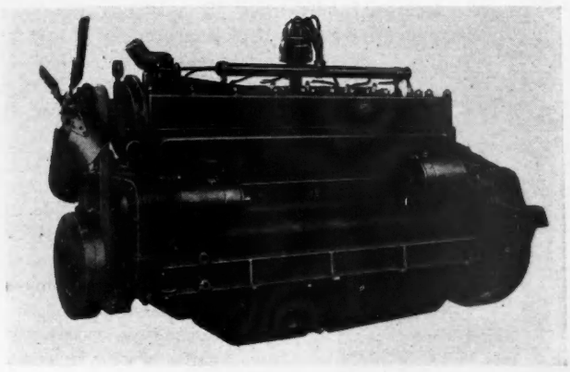
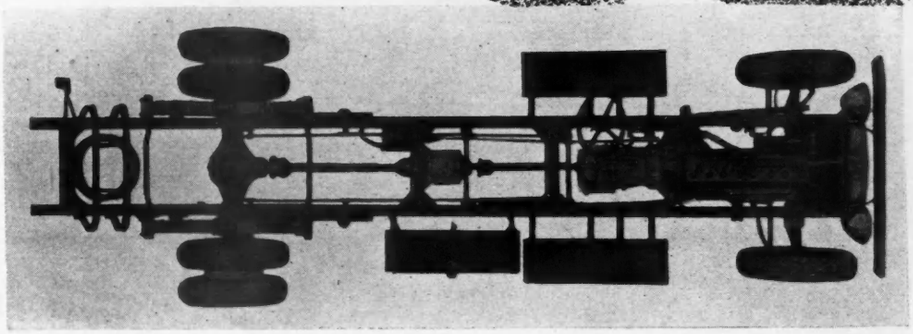


Left side of the eight-cylinder engine. Its 3¾-in. bore and 4¾-in. stroke develops 130 hp. at 2800 r.p.m.



Models 38-8 and 38-6 are the same in capacity, price and construction except that the latter is powered by a six

FRUEHAUF USES PRESSED STEEL FRAMES IN NEW SEMI-TRAILERS

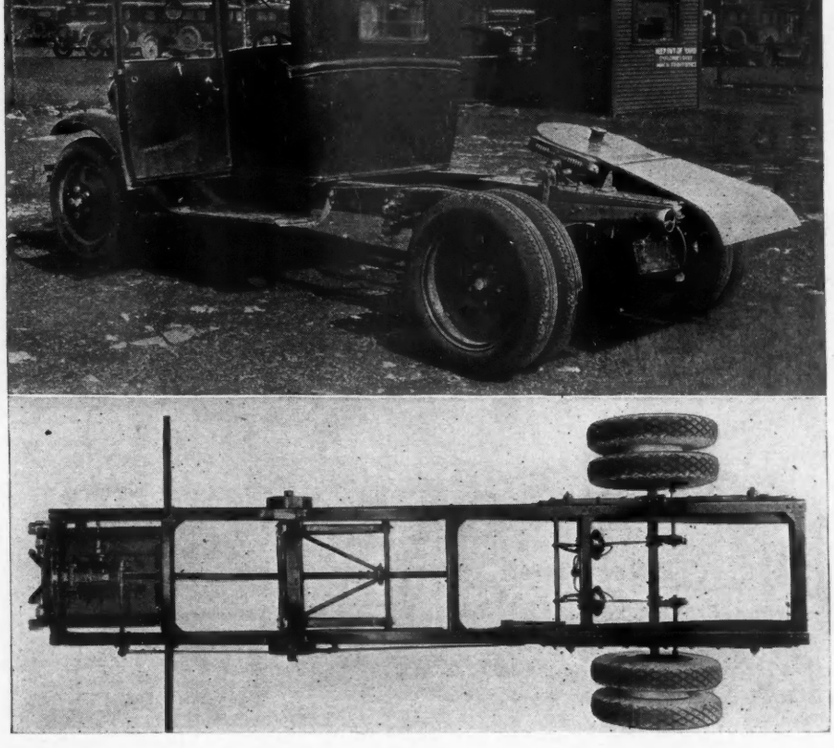
Offered in Lengths Up to 22 Ft. and Capacities Up to 15 Tons

FRUEHAUF TRAILER CO., Detroit, has introduced a new line of semi-trailers, entirely automatic in coupling and uncoupling operations, which incorporates many new features and refinements not found in former models in addition to use of pressed steel frames. Another addition to the line is a 24-in. full automatic coupler designed specifically for small and fast operations.

This new semi-trailer line is the result of careful study of modern transportation needs, such as lightness consistent with sound engineering, correct distribution of payload on tractor and trailer, saving of time, driver convenience and elimination of accidents through human error. They are available in various lengths up to 22 ft. and in capacities up to 15 tons. Frame widths are 40½ in. and the spring centers 41 in., providing room for the use of tires up to 10.50 dual balloons without increasing overall width of 96 in. The new Fruehaufs are also available with tandem rear axles on either single or dual tire equipment.

The frames of the semi-trailers are of pressed steel, which is a change from the built-up structural steel type. On the larger models side rails have a maximum depth of 12 in. at point of greatest stress but tapering at both the front and rear ends. Flanges are wide. In addition, the lower flange at the rear is still wider where spring hangers and radius rods are attached to provide greater strength against road impact and braking torque. Side rails sweep downward at a point to the rear of the fifth wheel allowing operating clearance for the tractor. Because of this type, conventional type of body cross sills may be used without increasing platform height. Steel outriggers are supplied for supporting the body forward of the drop in the frame instead of cross sills. Flooring may be laid flush with the frame at this point. Cross-members are one-piece die-formed steel with integral gussets.

Landing gear has been simplified and strengthened and all operating parts are contained within the flanges of the frame section. Adjustment is provided for raising or lowering landing gear. Brakes are enclosed in removable pressed steel shields. On the heavier models, Westinghouse slack adjusters for external adjustment of brakes are supplied. They are attached directly to the brake camshaft and accessible from the rear. Brake camshafts, and cross shafts are mounted in self-aligning ball bearings. A new feature incorporated in the braking system is a power brake lock. This makes it possible to utilize the full effort of any of the several power brakes as a parking brake when the trailer is disconnected as well as serving as a service brake when the unit is in operation.



Except for long pick-up plate, Fruehauf's new 24-in. coupler for light trucks is similar to present 30-in. design. It weighs 475 lb. or less than half the weight of the larger

Steel outriggers support the floor flush with frame forward or drop in the new Fruehauf

WHITE HOOKS CLUTCH AND THROTTLE TO ONE PEDAL

New House to House Delivery Truck Embodies White Units

WHITE'S latest addition, a six-cylinder "House to House" delivery truck, is a distinct bid for business in the fields gradually being relinquished by the horse. This new truck is operated by a single pedal in the driving well, and which can be driven from either standing or sitting position.

Chassis and body are built as an integral unit and are assembled entirely of White parts. Moreover, all major parts are readily removable, permitting use of the unit replacement system of maintenance.

Successful operation of this type of vehicle is largely contingent upon the control for starting and stopping. In the White a single pedal in the driving well operates the clutch and is interlocked with the throttle, so that when the clutch is disengaged the throttle is closed and the engine idles without closing the hand accelerator. When the clutch pedal is released the throttle opens to the original setting of the hand accelerator.

The service braking system consists of four-wheel hydraulic brakes amplified by a vacuum booster and a mechanical brake for locking vehicle while deliveries are being made. Both are operated by a lever, a short forward movement actuating the hydraulic brakes and a deeper movement the mechanical. An independent brake lever is provided that operates a propeller shaft brake.

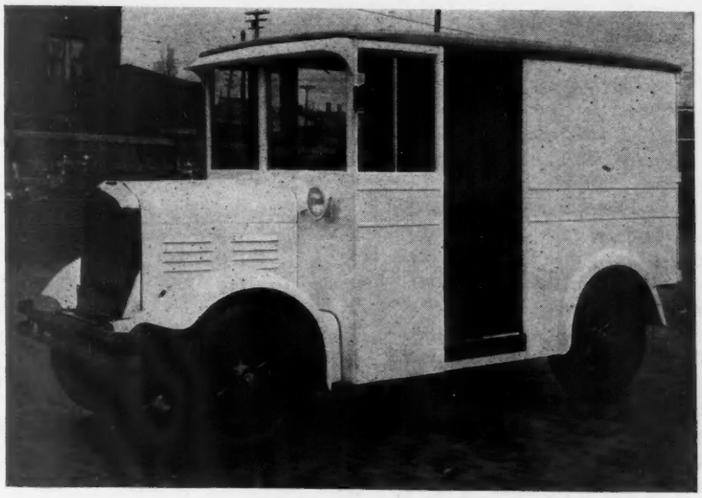
The engine, a six-cylinder 3½ x 4½-in. White, displacing 260 cu. in., develops 29 hp. Three speeds are provided by the transmission; 3.778:1 in low; 1.810:1 second and direct in high. While the standard ratio of the rear axle is 5.875:1, an optional ratio of 5.22:1 is available.

Other features include: one piece pressed steel frame; ample head room for driving in standing position; wide side doors; low speed generator to insure correct battery charge with low mileage and night operation, and low floor at center.

Specifications of White House-to-House Unit

Wheelbase	112 in.
Turning radius	23 ft.
Road speed	30 m.p.h.
Height from ground	18 in.
Tires	7.00/20 in.
Carburetor	Zenith
feed	vacuum
gasoline tank	14 gal.
Governor	Handy
Ignition	battery
BODY DIMENSIONS	
Inside width	62¼ in.
length	117 7/16 in.
height, driver platform	73½ in.
load platform	63½ in.
Side door openings	25 x 69 in.
Rear door openings	62¼ x 58 in.

Lever at right applies service brakes, pedal controls clutch and throttle and short lever engages the parking brake



Chassis and body are built integral. There are two low platforms, driver and load, but the latter is 10 in. higher

STERLING NOW VENDS

STERLING MOTOR TRUCK CO., Milwaukee, Wis., has broken a precedent. With the announcement of its new 29-model 1931 line, which dips down to the ¾-ton class and rises up to 12 tons, Sterling has parted definitely from the ranks of exclusive heavy-duty truck makers. It has entered the race for business in any tonnage classification with new low prices, ranging from $795 for a 1-ton Six to $12,000 for its largest model.

In light of a broad array of available wheelbase lengths, Sterling's 29-model line actually stretches to more than a 110 units. Another notable characteristic of the line is the employment of five different types of drive, which assortment allows selection of the type best suited to a particular operation. The types used are bevel, worm, double reduction, chain and dual chain.

For simplification, model designations of the Sterling line indicate type of drive. The first letter of model designations, F, symbolizes the entire line but the second letter B, W, D or C indicates the kind of drive. For example, Model FB-30 is a bevel drive unit.

Beauty and symmetry of line carried throughout the series attests that much attention also has been given to appearance. Eye attracting refinements include V-type radiators with wind deflectors, long sweeping crown fenders, hinged hood louvers, attractively finished instrument panels and deluxe cabs with adjustable seats and backs.

Of the many new mechanical developments embodied in the line probably the most outstanding achievement is a new dual chain drive mechanism, which drives all four wheels from one jackshaft assembly located between the two rear axles. Three Krohn differentials, all embodied in a single housing, provide differential action between wheels side to side as well as front to back. Power is divided between sides by a large differential in the center and divided between the front and rear wheels on each side by two differentials, one on each side of the larger differential. The two driving sprockets on each side are mounted on separate shafts, the inside sprocket being on a tubular shaft, through which passes a solid shaft carrying the outside sprocket. The drive unit housings serve as a common center, about which the springs, radius rods and axles move.

The rear springs are semi-elliptic and made of chrome-vanadium steel. They are inverted and pivoted on the housings to permit equal distribution of load on both axles. Spring ends are not fastened to axles, but slide on seats to allow axles free action.

Six radius rods are used in the assembly, two conventional rods for each axle, providing chain adjustment, and two lateral rods, one for each axle, to hold the axles crosswise in the frame. The longitudinal rods are made of malleable iron and are of the ball-and-socket type. The lateral rods are provided with springs, which deflect sufficiently to permit the rear wheels to track when making a turn. The chains used in this new unit were specially designed to accommodate flexing action of the axles. By designing each link to take a slight twist the makers declare that the total twist in the chain length is more than sufficient to absorb the maximum angularity possible between two wheel sprockets. Strain on the jackshaft and bearings is equalized by the opposing pulls of the chains. When the truck is going forward the front chain is

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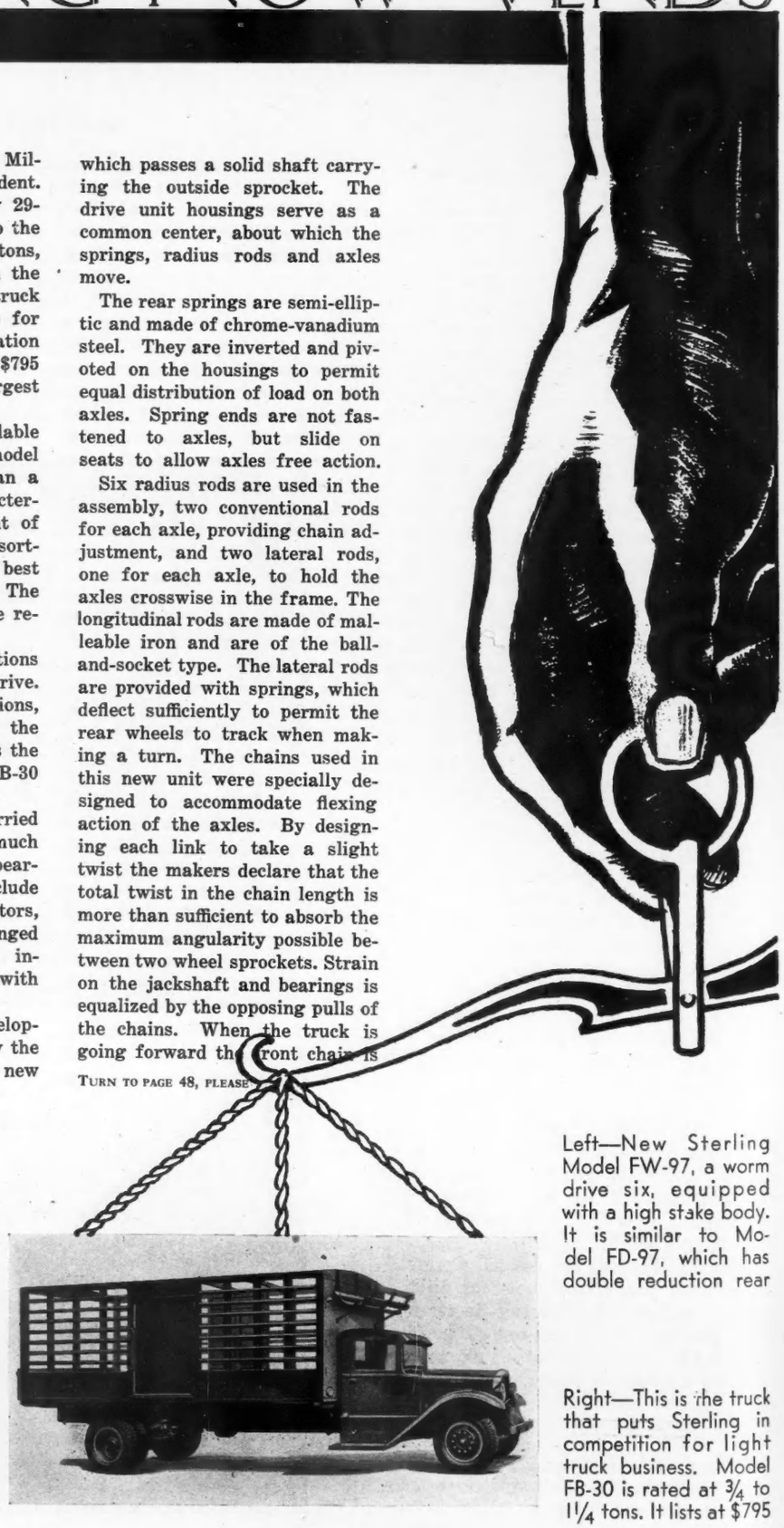
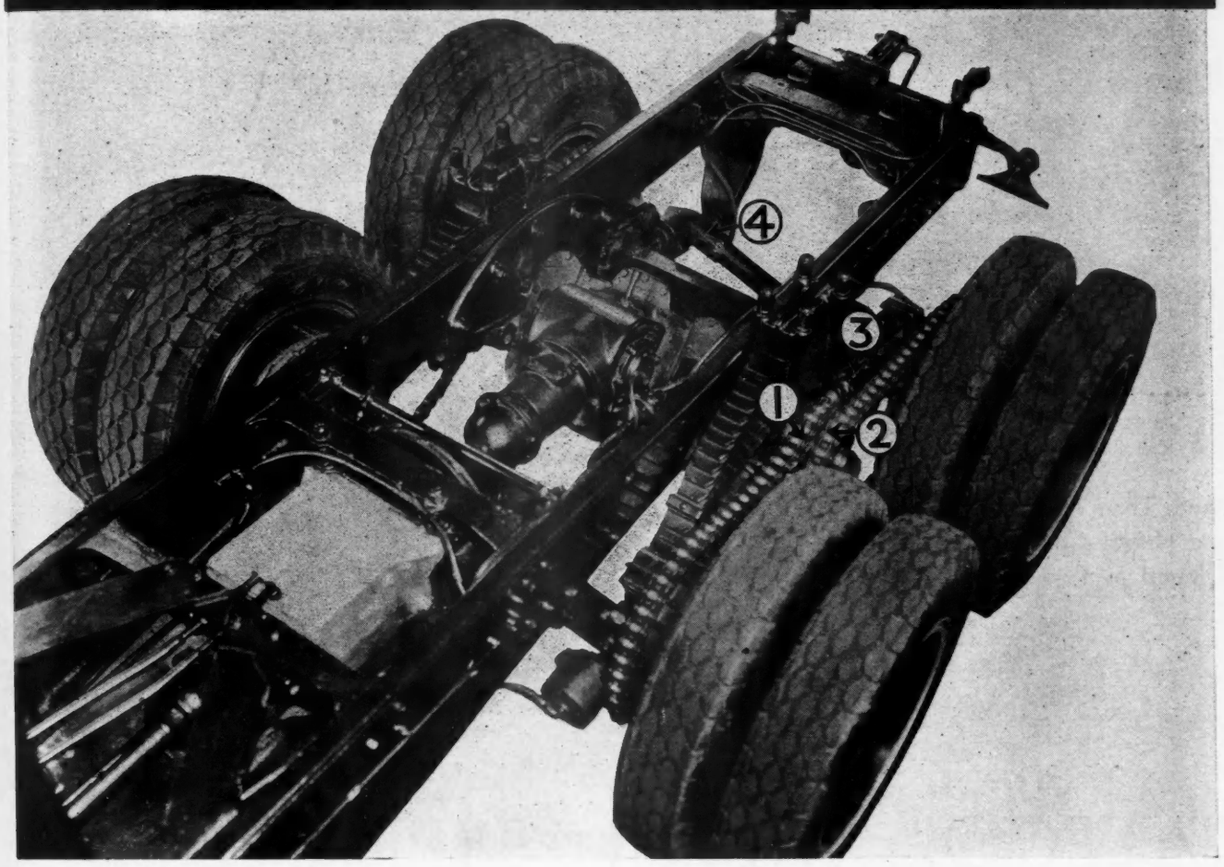


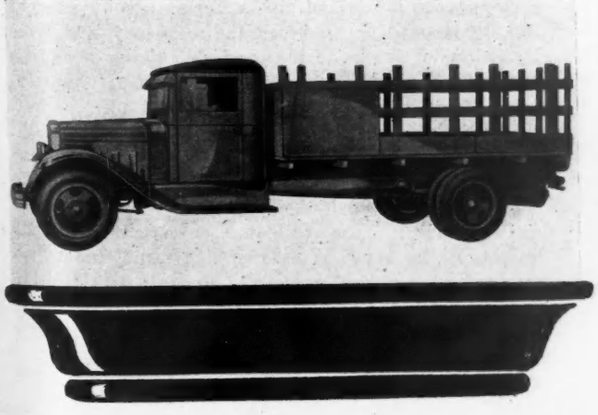
Left—New Sterling Model FW-97, a worm drive six, equipped with a high stake body. It is similar to Model FD-97, which has double reduction rear

Right—This is the truck that puts Sterling in competition for light truck business. Model FB-30 is rated at ¾ to 1¼ tons. It lists at $795

LIGHTS AND HEAVIES



Above
New dual chain drive mechanism embodied in three new heavy-duty Sterling models. All four wheels are driven from one jack-shaft equipped with three differentials. Chain 1 is driven by sprocket on hollow shaft. Chain 2 is by sprocket on solid shaft. No. 3 shows one of four longitudinal radius rods and 4 one of two lateral rods



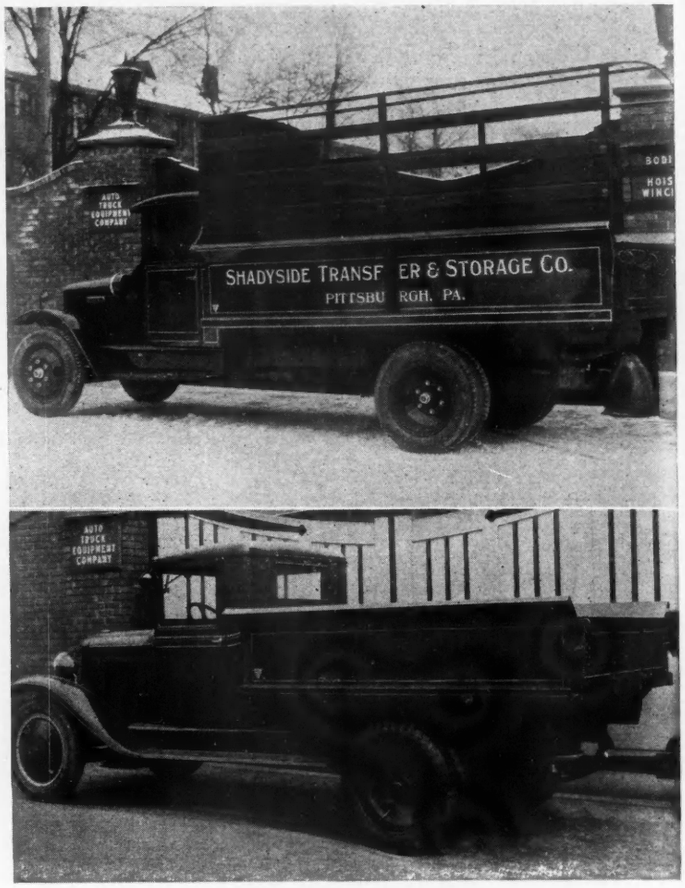
Specifications of New Sterling Line

Model	Wheelbase Standard	Capacity	Engine	Tires
FB30	142 in.	¾ to 1¼	3⅜ x 4	6.50-20
FB35	142 in.	1 to 1½	3⅜ x 4	6.50-20
FB45	159 in.	1½ to 2	3⅜ x 4⅝	6.50-20 D
FB65	174 in.	2½ to 3	3¾ x 4¾	7.50-20 D
FB80	174 in.	3½ to 4	3¾ x 4¾	8.25-20 D
FD80	174 in.	3½ to 4	4 x 4⅜	8.25-20 D
FW97	192 in.	4 to 5	4⅛ x 4⅝	36 x 8 D
FD97	192 in.	4 to 5	4⅛ x 4⅝	36 x 8 D
FW97S and FD97S.	192 in.	4 to 5	4⅜ x 5⅛	36 x 8 D
FW115 and FD115..	192 in.	5 to 6	4⅜ x 5⅛	40 x 8 D
FW140 and FD140..	192 in.	7 to 8	4⅜ x 5⅛	40 x 8 F 42 x 9 DR
FW170 and FD170..	192 in.	9½ to 10½	4½ x 5¾	40 x 8 F 44 x 10 DR
FC100	192 in.	5 to 5½	4⅛ x 4¾	36 x 8 D
FC107	192 in.	5½ to 6	4⅜ x 5⅛	36 x 8 D
FC120	192 in.	6 to 7	4⅛ x 4¾	40 x 8 D
FC135	192 in.	7 to 8	4⅜ x 5⅛	40 x 8 D
FC140	200 in.	8 to 8½	4¼ x 5¾	40 x 8 D
FC145	200 in.	8 to 8½	4½ x 5¾	40 x 8 D
FC170	200 in.	9½ to 10½	5 x 5¾	40 x 8 F 42.x 9 DR

Six-Wheel Trucks

Model	Wheelbase Standard	Capacity	Engine	Tires
FWS100	As Required	4 to 4½	4⅛ x 4¾	32 x 6 D
FWS140	As Required	6½ to 7	4⅜ x 5⅛	38 x 7 D
FWS180	As Required	9½ to 10	4½ x 5¾	40 x 8 D
FWS200	As Required	11 to 11½	5 x 5¾	40 x 8 D
FCS170	As Required	8 to 8½	4¼ x 5¾	38 x 7 D
FCS180	As Required	9 to 9½	4½ x 5¾	40 x 8 D
FCS210	As Required	10½ to 12	5 x 5¾	40 x 8 D

Top: This body is built from standard express body by addition of the following standard extras: six-post tarpaulin rack, full height front, rope knobs, combination post pocket and side brace, and wood tail gate. Bottom: "Ateco" Metal Express Body



More Than 78 Length, Width and Height Combinations Are Offered in Two Base Models

"ATECO" METAL EXPRESS IS BASIS FOR MANY BODIES

IN designing the Ateco metal express body with wooden floor the Auto Truck Equipment Co., Pittsburgh, Pa., not only bore in mind strength, appearance, light weight and durability, but standardization, Ateco express bodies, offered in steel or aluminum, serve as a base upon which any number of other types of common and special bodies can be formed by simply adding standard extras supplied at fixed prices. The advantages of this system, according to the maker, are that guesswork as to price is eliminated, reduction of production costs and selling prices are made possible and that errors or omissions in specifications are avoided.

These bodies come in two types, SX-1 for 2 to 5-ton chassis and SX-2 for 1 to 2-ton chassis. SX-1 types are available in seven lengths, 120 to 156-in. and nine combinations of widths and heights, 60 x 15-in. to 72 x 20-in. with 7 or 8-in. flares. Prices range from $200 to $250. Type SX-2 comes in two width and height combinations, 54 x 12-in. and 60 x 14-in. The small width SX-2 is available in seven lengths, 72 to 108-in. and the larger in eight, 102 to 144-in. Prices range from $125 to $190. By using the different combinations of lengths and widths these two types are actually available in 78 basic sizes.

An outstanding feature of the Ateco steel express body is that the flare, sides and running boards are made of one piece of metal. This construction eliminates seams, joints and rivets, forms a solid support for the wood floor, provides the necessary resistance to withstand shocks of the road and weave of chassis and presents with its clean-cut lines attractive appearance. It also provides smooth and firm sides, permitting lacquer and lettering to be used to advantage. Front and front side braces are also constructed of one piece. They are built to the height of the flares. The sub-frame is formed of electrically welded I-beams and channels. The tailgate, constructed to the height of the sides, is also of one piece, but is reinforced with a steel angle and the full width of the tailgate. Hinges and chain eyes are drop forgings. Short chains are standard for body sizes up to 108 x 60-in. and long for bodies larger.

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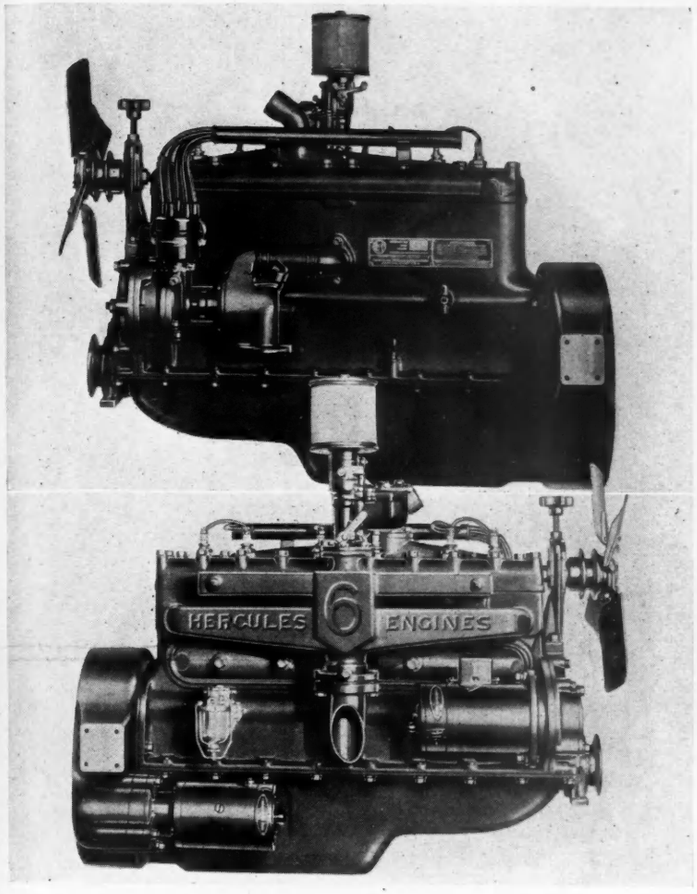


Left and right sides of one of Hercules new 6-cylinder heavy-duty engines. The three models of this series are kindred to present 00 series, making many parts between the two series interchangeable. Either downdraft or updraft carburetion is furnished

Three Models With a Common 4¼-in. Stroke for ¾ to 1½-Ton Trucks Comprise Series

HERCULES JX SIXES ARE OO FOUR COMPANIONS

THE Hercules Motors Corp. of Canton, Ohio, is offering an additional line of heavy-duty, six-cylinder L-head engines, these series JX engines being available in three different sizes as follows:

Model	Size	Displacement
JXA	3⅜ x 4¼ in.	228 cu. in.
JXB	3⅝ x 4¼ in.	263 cu. in.
JXC	3¾ x 4¼ in.	282 cu. in.

All three engines are identical in design and in installation dimensions, differing only with respect to the bore and such parts as are thereby affected. Being, moreover, kindred to the 00 series, described in the November 1929 issue of COMMERCIAL CAR JOURNAL, page 42, many of the parts are interchangeable between these two series. While the JX series is a strictly heavy duty line, all sizes are designed to meet present-day needs and to withstand the stresses of high-speed operation. Simplicity has been the aim in the design of these engines and it is the belief of the manufacturer that they comprise fewer parts than any comparable engine.

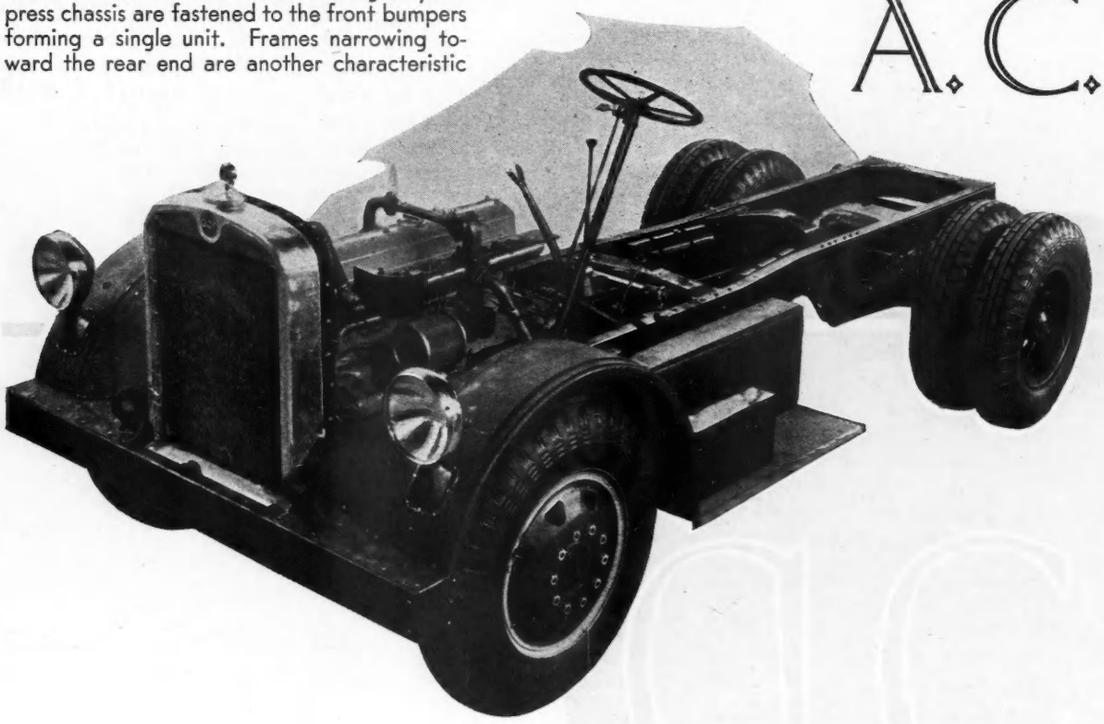
The crankcase is cast integral with the cylinder block and the crankshaft is supported by seven main bearings, all 2½ in. in diameter, giving a total projected bearing area of 27 sq. in. The camshaft is supported in four bearings and is located on right-hand side looking at the flywheel end. A large capacity gear pump delivers oil at the rate of 1.4 gal. per minute at 100 r.p.m. to all main and connecting rod bearings and gear train through a bleeder.

The cooling provisions comprise a high pressure centrifugal pump, large water passages around exhaust valve area and a V-belt fan drive.

These engines are available for either three or four point suspension and are offered with S.A.E. Nos. 4 or 5 bellhousing. Provisions are made for an S.A.E. No. 1 flange-type generator and starting motor. The ignition distributor, driven through gears on the accessory shaft, is mounted on the water pump side. Magneto mounting is also available if desired.

As regularly supplied, the horsepower of all three sizes peaks at between 3000 and 3100 r.p.m. Maximum torques are obtained at 1000 r.p.m. and amount to 142, 164 and 176 lb.-ft., while the horsepowers developed at 2800 r.p.m. are 59.5, 68.5 and 73.5, repectively.

A.C.F.



Front fenders of the new A.C.F. Highway Express chassis are fastened to the front bumpers forming a single unit. Frames narrowing toward the rear end are another characteristic

Line Only Varies in Wheelbase, Axle Size and Engine Type. Capacities of Both Trucks and Tractors Range From 4 Tons Up

ANNOUNCEMENT of a line of heavy-duty vehicles, ranging from four tons upward, and known as the A.C.F. Highway Express, marks the entrance of the American Car & Foundry Motors of Detroit in the truck field.

A fundamental consideration in the design of these units has been to provide high road speed, flexibility and ample reserve power in a heavy-duty vehicle. The high-power output engines required for such vehicles were available in six-cylinder Hall-Scott engines used in A.C.F. buses, the Hall-Scott company being affiliated with the American Car & Foundry Motors. These engines come in two types: Model 175, 5 x 6 in., developing 175 hp., and Model 160, 4½ x 5½ in., developing 110 hp.

Basically there are only three variables in the A.C.F. line. These are wheelbase, of which there are five all told, axle size, of which there are two, and engine type, again two.

Just what has been obtained in the way of performance is indicated by the company's figures that the larger truck, fully loaded, with 7.48:1 axle ratio, should be capable of climbing a 3.2 per cent grade in high at 38.5 m.p.h. Since the vast majority of highway grades are under this figure, but little gear-shifting will normally be required. As a matter of fact, the new A.C.F. line carries only four-speed transmissions, which in itself is an unusual feature in heavy-duty trucks.

While the Hall-Scott engines used are quite familiar in the bus field, these particular types are not well known to the truck operator. Both models are designed for quick replacement of parts in service. The cylinder head, for instance, with its overhead, seven-bearing camshaft, rocker arms, valves, etc., is removable as a unit without disturbing the front-end drive chain (see illustration). Crankcase and cylinder-block castings again are separate units so that the cylinder block can be removed without disturbing the crankshaft, connecting rods or pistons. Upper and lower crankcase are aluminum alloy castings. In the larger type, moreover, wet removable cylinder sleeves are used.

Another detail of interest in these engines is the provision of a double ignition system, with two spark plugs per cylinder, two coils, two condensers, a double-breaker distributor, and two ignition switches for checking each system separately when desired.

Camshaft and accessory drives are by a combination of chains and gears. A 2½-in. chain drives the fan shaft, which, through a fabric gear, drives the camshaft in turn. This chain also drives the right accessory shaft and through it

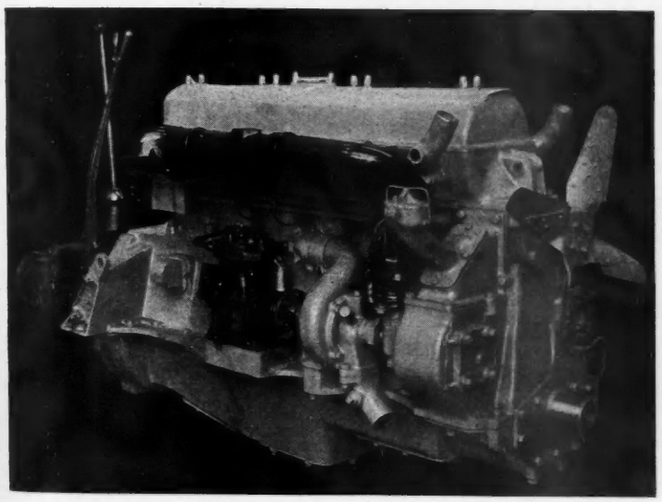
LAUNCHES LINE OF HEAVY-DUTY UNITS

the 6-cu.-ft. water-cooled air compressor, water pump and distributor. Another 1½-in. chain drives the left-hand accessory shaft, and through it the Evans fuel pump, the large bus-type, 12-volt, 600-watt generator, and the oil pump.

Pistons are of aluminum alloy, carrying six rings. Five of these are above the pin, the top ring being a straight compression type, and the next four combination compression and oil control.

Pressure lubrication is extended to all parts except piston pins. Two Hall-Scott felt-type filters are included in the system.

In the cooling system are to be noted such items as a bronze rotor with stainless steel shaft in the water pump, a 24-in., four-blade fan, and fanshaft mounted on two ball bearings. The carburetor is a single Zenith Universal with an intake manifold having a branch for each of the six cylinders, a typical Hall-Scott feature. A hot spot is provided on the manifold, controlled from the dash. An adjustable-pressure by-pass is in the fuel pump. There is also an Air-Maze air cleaner.



Two-plate 14-in. Long clutches are used, with four-speed Brown-Lipe transmissions in unit. These transmissions carry specially wide gears and heavy shafts to take care of the high torque of the engine. Low-gear reduction is 7.07:1. Propeller shafts are 3½ in. in diameter, with Spicer joints. Tractor models have single-section shafts, while self-aligning ball-bearing center mountings are provided in the truck models.

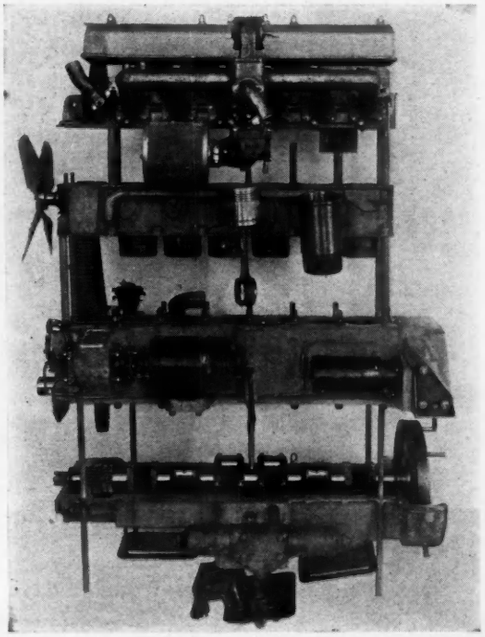
Specifications of A.C.F. Line

Model	175A	175B	160
Wheelbase, standard	186 in.	186 in.	186 in.
maximum	240 in.	222 in.	222 in.
tractor	155 in.	155 in.	155 in.
Gross weight, truck	28,300 lb.	24,300 lb.	23,600 lb.
tractor	75,000 lb.	60,000 lb.	60,000 lb.
Engine, size	6—5 x 6 in.	6—5 x 6 in.	6—4¼ x 5½ in.
displacement	707 cu. in.	707 cu. in.	468 cu. in.
horsepower	175 @ 2,100	175 @ 2,100	110 @ 2,000

Axles are full floating, with double reduction as the standard type of final drive, and worm drive also available. Standard brakes are four-wheel Westinghouse air type. The compressor is de-Westinghouse air type. The compressor takes care of air brakes on trailers if desired.

Left—Right side of the six-cylinder 5 x 6-in. Hall-Scott sleeve engine used in the A.C.F. 175. It is of the valve-in-head type with an aluminum alloy crankcase. Note large air compressor

Below—Expanded view of left side of engine, showing four major parts of the engine, head, block, upper and lower crankcase. The head with overhead camshaft, rocker arms, valves, etc., is removable without disturbing front end. Pistons are aluminum and carry six rings



THE TRUCK INDUSTRY—FIGURATIVELY SPEAKING

WHILE February truck registrations held to practically the same level established in January and maintained the same ratio of 19 per cent under February, 1930, as did January, incomplete figures for March bring the cheering news of a 28 per cent increase over February this year and a narrowing of the gulf between March, 1931, and March, 1930, to less than 15 per cent. Returns from 46 states at the moment of going to press indicate that March sales will be short of the 1931 total by only 5000 units. It also appears at this time that domestic sales in the first quarter will total in the neighborhood of 77,000, or 25 per cent below the 1930 figure of 104,305. Losses in January and February were too great for a greatly improved March to overcome. First-quarter estimates for production and foreign sales reveal slumps of approximately 21 and 27 per cent respectively, below 1930 marks for the same period.

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1931	223	152	7,436	167	1,173	23	30	109	11,051	443	1,306	28	225	16	27	3	13	267	32	15	62	84	297	219	155	23,959
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February.....1931	176	107	7,254	134	1,124	31	36	97	10,678	387	1,344	34	183	12	20	4	28	260	29	11	47	85	267	202	182	23,028*
February.....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
Total 2 Mos...1931	399	259	14,690	301	2,297	54	66	206	21,729	830	2,650	62	408	28	47	7	41	527	61	26	109	169	564	421	337	46,993*
Total 2 Mos...1930	295	484	19,086	449	2,877	84	338	331	27,241	1,279	3,763	87	643	80	57	5	58	1,263	157	41	219	252	195	733	871	62,123

*Georgia figures not included in totals.

New Truck Registrations for 40 States in March, 1931

MARCH	1931	1930
Alabama	278	473
Arizona	153	225
Arkansas	236	324
California	2,095	2,395
Connnecticut	469	567
Delaware	108	142
District of Columbia	157	131
Florida	381	444
Idaho	139	171
Illinois	1,495	2,380
Indiana	1,095	1,757
Iowa	829	1,076
Kentucky	320	486
Maryland	450	809
Massachusetts	1,285	1,348
Minnesota	1,230	889
Missouri	1,595	3,011
Montana	209	309
Nebraska	436	578
Nevada	75	91
New Hampshire	224	186
New Jersey	1,089	1,448
New Mexico	111	147
New York	3,273	3,801
North Carolina	533	589
North Dakota	138	206
Ohio	1,194	1,813
Oregon	218	387
Pennsylvania	2,025	3,044
Rhode Island	195	237
South Carolina	243	273
South Dakota	177	370
Tennessee	175	322
Utah	245	234
Vermont	102	154
Virginia	572	1,234
Washington	447	778
West Virginia	248	424
Wisconsin	973	1,298
Wyoming	138	94
Total—40 States	25,355	34,645

	Truck Production (†)		Foreign Truck Sales (‡)	
	1931	1930	1931	1930
January	33,528	38,557	11,493	20,282
February	39,975	51,087	11,590*	14,015
March	47,606	66,555	15,010*	19,142
April	55,000*	71,238	18,500*	22,721
May	.....	58,496	.....	21,733
June	.....	48,458	.....	15,412
July	.....	42,099	.....	12,611
August	.....	41,209	.....	13,268
September	.....	44,301	.....	13,321
October	.....	39,678	.....	10,868
November	.....	34,667	.....	12,065
December	.....	32,930	.....	11,264
Totals	176,109*	569,275	56,593*	186,702

*Estimate.
†United States and Canada.
‡Comprise Exports, Foreign Assemblies and Canadian Production.

Eye to Eye

Unfailing efficient performance and a thoroughly pleased public is a combination that every car manufacturer likes to get.

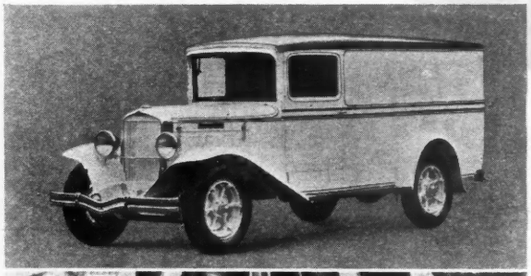
A great many well-known makers have found it, as far as brakes are concerned, in Lockheed Hydraulics.

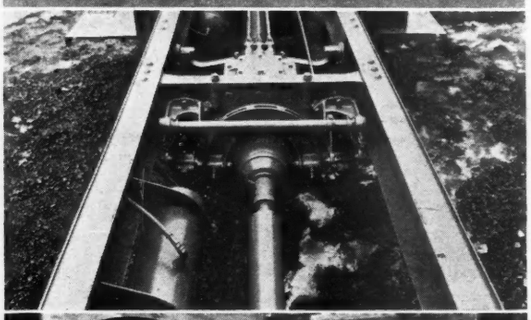
Since Hydraulics were first offered to the industry, engineers have realized their advantages; since their first trial by customers, they have held an enviable public endorsement. It's quite an advantage to a salesman when he and his prospect see "eye to eye" —as in the case of Lockheed Hydraulic Brakes.

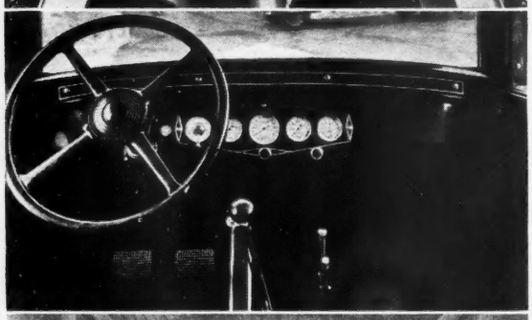
HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

Diamond T Adds 4-Ton Job And a Nobby 1-Ton Panel







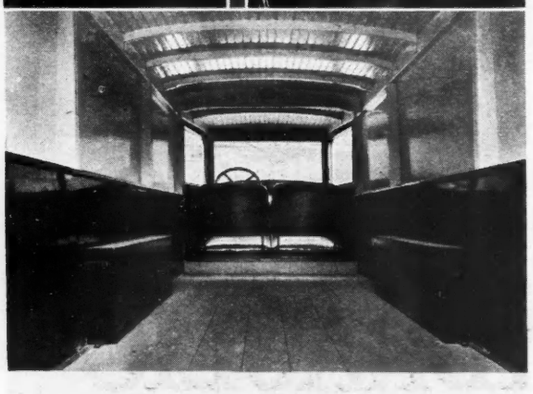


Fig. 1—Pleasing lines and finish give tone to Diamond T's de luxe panel mounted on 1-ton Model 216. Fig. 3—Driver's compartment of de luxe model has passenger car appearance and appointments. Fig. 4—The floor is tongued and grooved. Fig. 2—Front end of transmission in 4-tonner is mounted on a yoke bolted to the frame

Model 750, 4-ton, Lists at $4,800 and $1,220 Buys 1-Ton De Luxe Panel

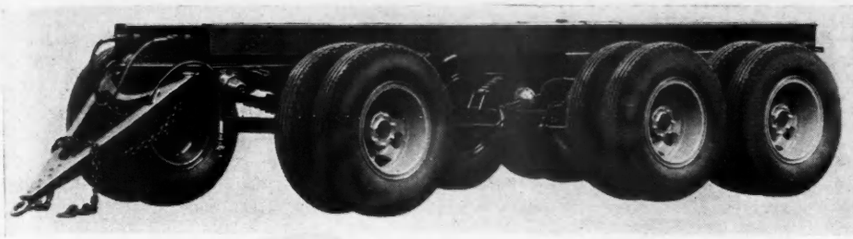
NEW in the improved 1931 line of Diamond T trucks is a 4-ton heavy-duty high speed unit, known as Model 750 and a de luxe panel job mounted on 1-ton Model 216.

Model 750, carrying a vehicle gross weight rating of 24,000 lb. and listing at $4,800, is offered in a standard wheelbase length of 181 in., but is available in a maximum length of 235 in. It is equipped with a six-cylinder 4⅝ x 5¼-in. Hercules engine, developing 124 hp. at 2200 r.p.m., a Covert disk clutch and Covert 5-speed transmission. The fuel system includes a Zenith carburetor fed by a mechanical pump. Starting, lighting and ignition are furnished by Auto-Lite equipment. Final drive is through a Wisconsin double reduction rear axle, which is supplied in several optional ratios. The braking system consists of 4-wheel Westinghouse air for service and disk-type transmission brake for parking. Four semi-elliptic springs, 46 x 3 in. front and 56 x 3½ in. rear, support the 7½ x 3½ x 5/16-in. frame. Balloons, 9.75/22-in. with dual rears are standard.

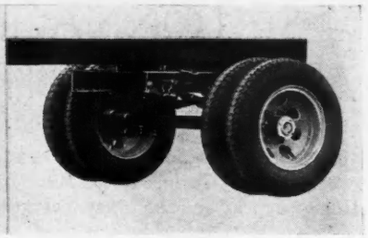
The de luxe panel is Diamond T's latest word in eye-appeal. It possesses pleasing lines and finish and is further set off by special head, tail and parking lamps, chromium-plated radiator and bumper. Price is $1,220, complete.

Framework is of oak joined with glue-dipped screws and reinforced with steel bracing. The floor is also oak, tongued and grooved. Sides are formed of veneer panel lining and automobile sheet steel with felt interposed as an insulant and to prevent drumming. Exterior paneling extends to the running boards. Rear doors are snug fitting and carry oval bevel plate glass windows in the upper panels. Plate glass movable by a crank mechanism is also used in the front doors. Lower sections of these doors are covered with a beaded edge steel panel, which in the body proper is carried to a height of 23 in. from the floor. Attractive latches and hinges and door locks are provided both front and rear. Driver's compartment has two seats with hinged backs and deep cushions upholsterd in imitation leather. The V-V type windshield is equipped with a vacuum wiper. Door-type louvers in the cowl in conjunction with the windshield provide ventilation. A final touch of refinement is the instrument panel, which includes heat indicator, pressure gage, speedometer and ammeter.

A tire carrier is provided at the rear of the frame but is concealed from view by locking door below body floor. Body dimensions: length inside, 102 in.; width, 52 in.; height, max., 54 in.; height, min., 52 in.; rear opening, 44 in. high x 46 in. wide; distance between wheelhouses, 43 in.



G.M.T. Model TT-661, six-wheeler, is straight rated at 45,000 lb. and lists at $2,625



Rear end of Model TT-461, which is rated at 36,000 lb. and which lists at $1,845

G. M. T. Enters Ranks of Trailer Builders

Semi-Trailers and Fifth-Wheels Are Offered for All Makes

In entering the trailer business, General Motors Truck Co. states that it is not confining its attention to sales of trailers together with General Motors Trucks, but will also compete for business from operators using other makes of trucks. The line includes semi-trailers, four-wheel and six-wheel units, ranging from a gross rating of 8000 lb. up to 45,000 lb. based on the axles.

To G. M. T. also goes credit for achieving a standard type of fifth-wheel which can be coupled with Fruehauf, Highway or Martin type of semi-automatic semi-trailers and also the Highway full automatic semi-trailer. The wheel is also available for other makes of tractors and semi-trailers.

This adaptability is made possible by designing a fixed lower fifth-wheel and an upper wheel which may rock or may be locked in a fixed position. The upper half is mounted on a trunnion shaft, but may be locked rigidly by throwing a lever. This arrangement permits the upper wheel to rock or remain fixed to suit the requirements of other types of lower fifth-wheels, with which it might be used. So that the lower fifth-wheel may be used in connection with a conventional rigid type upper fifth-wheel of another make, a level surface 8 in. diameter is provided at the center of the table's curved surfaces. This construction permits the two bearing surfaces to adapt their positions to each other.

A particular feature of the line is interchangeability of parts between the trailers and General Motors trucks. The last two numbers of the trailer model designation indicates the model number of the truck with which the following parts are interchangeable:

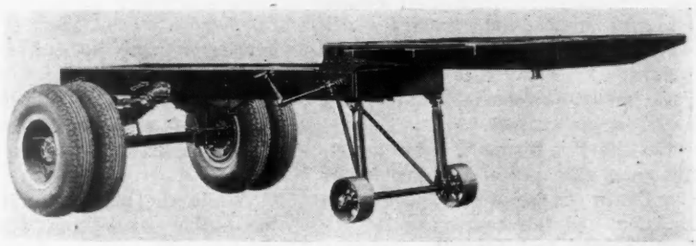
Wheel bearings, wheels, springs, spring clips, shackles, brackets, brakes (when specified), radius rods (extra, except on No. 285), hubs, etc.

On the semi-trailers, which are of the semi-automatic type, low-loading height has been obtained by the use of a drop frame. These frames, except in the case of the 226 model, which has a drop-frame type of design, are of the offset type. Bodies to be mounted on these trailers would have the sill extended only up to the offset so that the flooring will be level with the top of the frame at the forward end.

The standard types of four-wheel trailers listed in the table are of the non-reversible kind, with turntables over the front axle only. The reversible feature, however, is available at extra cost. Six-wheel trailers are non-reversible. In both reversible and non-reversible types a lock for turntable can be supplied to aid in backing. The G.M.T. turntable construction has been designed to reduce possibility of snaking on the road.

Brake equipment is also extra. In addition to Bendix duo-servo brakes, B-K booster operated, Westinghouse air brakes or Warner Electrics are available.

Springs have double wrapped eyes for additional protection against spring failure on all models not using radius rods.



Model TT-251 drop-frame semi-trailer and upper fifth-wheel. Outriggers support body flush with frame. It is rated at 12,000 lb. and listed at $845

YES! TONNAGE RATINGS ARE DRAWN FROM HATS

CONTINUED FROM PAGE 23

this matter is brought out under the caption 'Tailored to Fit.' In this way after the transportation problem is thoroughly analyzed certain trucks could be selected based on their specifications and not on their tonnage ratings.

"In the earlier years of the truck industry there was not the great difference in capacity ratings, for the reason that the passenger car manufacturers had not entered the motor truck end of it, and secondly a motor truck was operated on solid tires, and thirdly we did not have the good roads. I believe you will agree with me that when the combination of the above three subjects entered into the picture we began to have a real scrambling of facts due principally to high pressure salesmanship and advertising, which came about when the passenger-car manufacturer entered the motor truck field.

"Now, just how are we going to have a standardization of tonnage ratings is difficult to say. One of our very largest manufacturers came out with the basis of gross rating and this has forced a great many of us to follow suit. It cannot be computed accurately, and is a deception until properly understood by buyers, for in the beginning they had an idea that the truck would carry a great deal more than it was built for because of this rating.

"Further, we do not believe you can depend exactly on the weight of the chassis to gage your carrying capacity, and while there would not be a great amount of difference, nevertheless a poorly constructed truck of poor materials, or we will say of cast material instead of pressed steel, would make quite a difference in the weight. In some cases, in fact a great many, one chasis would be just as strong as another."

Carl Parker, for many years assistant sales manager of the Reo Motor Car Co. in charge of the Speedwagon Division, has this to say:

"I cannot find anything in your article on truck rating to argue about. In fact, it is in line with a booklet which I wrote about 12 years ago.

"To my mind, and I have preached this for years, there is a need for a bureau where a manufacturer can take his chassis and have a disinterested, capable third party establish a payload rating and a body allowance similar to the manner in which the Underwriters' Bureau establishes ratings on fire apparatus water pumps. Until that time arrives, if it ever does, the so-called bunk about rated capacities is apt to go on and on.

"Usually, as matters now stand, the capacity rating a truck is given depends upon how much nerve the maker's sales manager has, and how little the engineers have.

"But it must be remembered that burden is one thing and road bed is another. A team of horses capable of hauling one ton over Iowa gumbo roads could handle two or three times that load on Chicago boulevards."

The feelings of a truck salesman are typically expressed by W. C. MacGregor, of Markle, Ind. The fact that Mr. MacGregor picks on gross vehicle weight ratings merely intensifies the controversial aspects of the question. Quoting Mr. MacGregor:

"*Are* straight ratings drawn from hats?

"So it might appear upon sober analysis, or an attempt at one. This whole straight rating carouse — through the spectacles of a truck salesman who must butter his bread or see his wife repossessed—is something, more often than not, which brings up those howls which issue through the neck of a human being in distress—or rage.

● What's the Racket? ●

"WHAT is this truck game, a racket?

"Once in the dear dead days beyond recall there was a yard stick of comparison which was a pole star to certain of the motor truck purveying gentry whereby they sold motor trucks for honest money. But today these gentlemen must be, and are, accomplished liars, otherwise a philanthropical township trustee sends around a few loaves of day-old bread and a basket of potatoes every so often.

"While the manufacturer must be the author of certain atrocities in straight rating fiction, I am not prosecuting him—alone. The truck buying public has been bitten too often by the bug of demanding a truck of, for example, 2-tons nominal rated capacity for about the money it takes to place an honest-to-God 1-ton truck in any operator's hands. It is axiomatic that a buying public is guided by its salesmen.

"To meet a price competition phantom and to boost dividends, sales departments have talked (that's why they are sales departments) their engineering associates into jazzing things up a ton or two. Along comes someone to announce that more emphasis might be placed on the 'straight rating' idea. The device has enough rubber in its structure to allay, temporarily, the price problem for the biggest liar who can make it stick; but it is bringing hunger and shiney pants' knees on the truck industry.

"A gloomy era is by us, wherein tire sizes would seem to be accredited, if illegitimate, gages of truck burdens. While no truck is bigger than its tires there are men left who doubt the advisibility, or even horse sense, of allowing tire sizes to entirely govern truck ratings. Tires come high when they represent specification differences between 1 and 2-ton trucks.

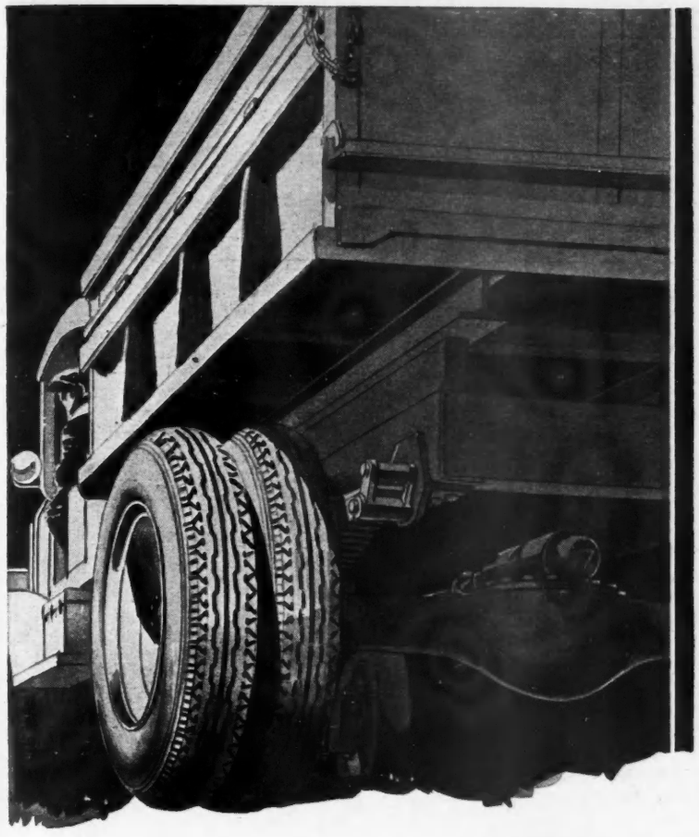
"Another look into the COMMERCIAL CAR JOURNAL specification section: We easily find axle specifications given out by an esteemed axle manufacturer anteed up until we find the same unit listed as being used in 1-ton trucks and in 3-ton trucks, to point out an extreme case. It follows that regardless of wheelbase lengths, patent gadgets, tires or springs, axles will stand up under only so much weight. So why try to kid anyone who knows truck units into believing that these lighter units can give legitimate performance under the heavier load ranges?

"Any current copy of the COMMERCIAL CAR JOURNAL will show 3-ton trucks with 'straight ratings' ranging from 12,000 lb. to 22,000 lb., a net difference of five tons. Chassis weights vary from 4750 lb. to 7800 lb. And the price spread is from $2,520 to $4,400. A check of units will show that the rear axle used in the 12,000 lb. job is the same axle which is put under the 22,000 lb. straight-rated truck. Now who is kidding who in a big way?

"The result? The user loses confidence in the name on the truck's radiator; he loses confidence in the firm which sold him the truck. And the user loses confidence in the manufacturer who built the unit in his over-rated truck which happens to go haywire first, which isn't particularly the unit maker's fault.

"As I see it, there is a way out of the woods. Unit manufacturers and truck manufacturers must get their stories together. The factory sales manager had better drop his forced sales campaign schedule down the company outhouse where it belongs. Truck builders should forget as much of the high production hysteria as they safely can to stay in

TURN TO PAGE 50, PLEASE



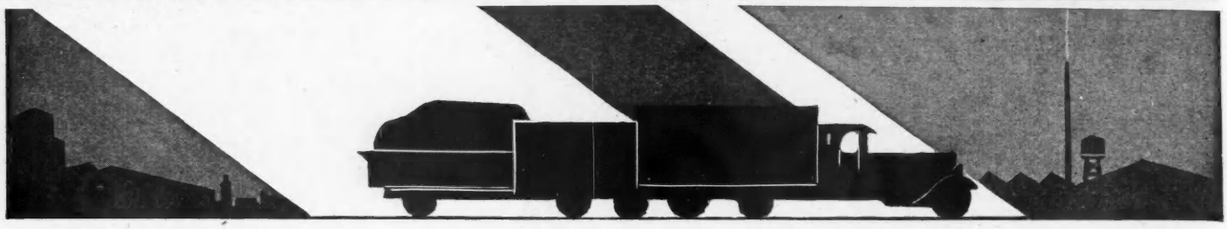
Under the Load

● That's the real proving ground for stamina . . . and that's where Timken has built its thirty-year reputation for rugged dependability.

● You'll find in Timken Axles, front and rear, the essential quality and ruggedness that mean long trouble-free life and low maintenance cost.

THE TIMKEN-DETROIT AXLE CO.
Detroit Michigan

TIMKEN AXLES



TRUCK INDUSTRY NEWS

Gasoline tax yielded $494,683,410 in 1930 and nearly 15,000,000,000 gal. of gas were consumed, according to the Bureau of Public Roads. Compared with 1929, the tax revenue increased 14.6 per cent and gasoline consumption, 3½ per cent.

Willys-Overland, Inc., has placed a 157-in. wheelbase addition of its 1½-ton truck in production. With 5.50 balloons in front and 32 x 6 pneumatics in rear, list price is $680. With the dual wheels and 6.00 balloons this chassis lists at $660.

National Automobile Chamber of Commerce has issued a new warranty for commercial vehicles providing a warranty for ninety days or 5000 miles, according to which occurs sooner. The former warranty only provided the time period.

After May 20 the name of the United States Chain & Forging Co., Pittsburgh, Pa., will be changed to the **McKay Co.** The change involves no change in personnel, policy or corporate organization.

Studebaker Corp. and subsidiaries, including Pierce-Arrow, report net profit for first quarter of $932,977 after all charges. This compares with earnings of $1,492,-137 for same period of last year.

Wheel impact, not gross weight, is the most important single factor in judging the effect of motor traffic on smooth highways, according to **Thos. H. McDonald,** Chief of the U. S. Bureau of Public Roads.

Continental Motors Corp. has developed a new line of truck engines of the six-cylinder L-head type. These engines known as E-600 will be described in detail next month.

J. D. Tew, president of the B. F. Goodrich Co., has been elected president of the Rubber Manufacturers Association, Inc., succeeding the late Samuel Woolner, Jr.

General Motors Corp. reports net earnings for first quarter of $28,-999,409, which compares with $44,-968,587 for the first quarter of 1930.

Two six-cylinder trucks, Models 601 and 602, having gross weight ratings of 9000 and 10,000 lb., have been added to the **White Co.'s** line.

W. R. Angell, president, Continental Motors Corp., reports that schedules for deliveries show a healthy increase and that May business will closely approach May 1930.

Willys-Overland Co. reports net earnings of $117,106 after charges for first quarter of 1931, compared with same period last year. This shows improvement of $1,302,018.

Borg & Beck Co., subsidiary of Borg-Warner Corp., is offering a replacement clutch for six-cylinder Chevrolet, known as Model 10-R.

A new line of four and six-cylinder 1½-ton trucks will be announced about June 1 by the **Reo Motor Car Co.,** it is reported.

Federal Motor Truck Co. has reduced the price of its 1½-ton four to $795 and its 1½-ton six to $895. Former prices were $830 and $1,090.

Piston Ring Co. reports replacement sales for first two months of this year were 132 per cent greater than same two months last year.

Production of the new **Chevrolet** commercial body plant at Indianapolis has totaled more than 22,000 bodies since October 15.

All officials of the **Hercules Motor Corp.** were reelected at annual directors' meeting, Canton, Ohio, April 21.

W. H. Benduhn has been appointed Pacific Coast representative for Young Radiator Co.

E. S. Clark has resigned as advertising manager of Eisemann.

Mrs. Martin L. Pulcher, wife of the president of Federal Motor Truck Co., died April 20.

At the annual meeting of the **Federal Motor Truck Co.** all officers and directors were reelected.

The annual meeting of the **Road Builders Association** will be held in Washington May 15.

Truck sales of the **Diamond T Motor Car Co.** in April were 43 per cent ahead of the preceding month.

The United States Government purchased 208 trucks in 1930.

G. M. Williams, president of the Marmon Motor Car Co., and F. E. **Moskovics** have been named president and chairman of the board, respectively, of the newly formed Marmon-Herrington Co. of Indianapolis. The new firm will manufacture multiple drive trucks of new design for severe conditions.

W. B. Hambly, president of the newly formed Curtis Mfg. Co., Inc., has purchased the plant and equipment of Betts-Curtis Motors, Inc., Long Beach, Calif. The new company, capitalized at $2,500,000, plans to build trucks ranging from 9000 to 24,000 lb. gross, six-wheel attachments and a vacuum brake system.

Three Autocar district managers were made vice-presidents of the **Autocar Sales & Service Co.,** sales subsidiary of the Autocar Co. of Ardmore. They are: Frank D. Wait, New York; Chas. E. Doling, Philadelphia; Edw. F. Coogan, Boston.

In Ohio a group of truck companies have organized **Cargo Transport, Inc.,** as the forwarding company using containers over the Cincinnati and Lake Erie railroads between Cincinnati and Toledo.

O. J. Ashman has been elected president and general manager of Relay Motors Corp., succeeding G. L. Gillam, resigned. Mr. Ashman came to Relay from the Standard Equipment Co., Cleveland.

A new designed power take-off assembly, AA-7251-B, has been released by the **Ford Motor Co.** It supersedes the previous AA-7251-AR and CR models. Price, $12.50.

The **Diamond T Motor Car Co.** has abolished the position of advertising manager, advertising matters having been placed with the Roche Advertising Agency.

Sales of **Federal** trucks for the month of March showed a 50 per cent increase over the February sales total, according to Henry Krohn, vice-president.

Richard J. Murphy has been appointed full time manager of Washington Automotive Trade Assn.

A preliminary order for 155 of its 2-ton six-cylinder trucks has been awarded to **Standard Motor Truck Co.** by the U. S. Post Office.

Nothing takes the place of POWER

So Studebaker offers the most powerful 1½-ton truck chassis ever sold at $695 and the world's lowest priced 2-ton chassis. Here is more real truck value—more usable power—more trucking efficiency at lower cost than in any other truck built.

Both of these sturdy farm trucks have 6-cylinder 70-horsepower engines, Timken axles, four wheel brakes, four speed transmissions, dual belt driven fan and every other essential feature for long, sustained performance.

6 CYLINDERS **70** HORSEPOWER

They are built to be worthy of 79 years of Studebaker history.

2-TON CHASSIS **$895** AT THE FACTORY

1½ TON

130″ CHASSIS $695
160″ CHASSIS $775

Dual rear wheels and auxiliary springs optional at extra cost

2 TON

148″ CHASSIS $895
160″ CHASSIS $945
136″ CHASSIS $945

Dual rear wheels standard. Auxiliary springs optional at extra cost

Prices at the factory
Bumpers extra

BODIES

Cabs and all standard farm bodies available with both 1½ and 2 ton chassis including combination farm and stock, grain, roots, dairy, stake, platform, panel and screen. complete half ton Panel or Screen units $895 at the factory

STUDEBAKER *Trucks*

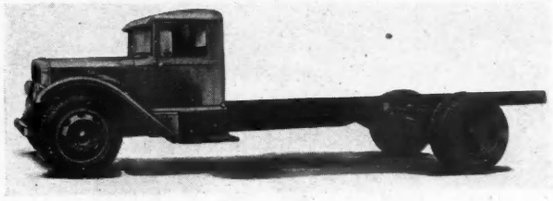
STERLING NOW VENDS LIGHTS AND HEAVIES

CONTINUED FROM PAGE 34

pulled at the bottom and the rear chain at the top.

These dual chain drive units are supplied in three sizes, namely: Model FCS 170-HB of 7 to 8 tons capacity; Model FCS 180-AB, 9 to 10 tons, and Model FCS 210-RB, 10 to 12 tons. Wheelbase lengths are optional. Westinghouse air brakes, fitted with American brake blocks, are standard equipment on all four rear models.

Sterling bevel drive trucks include six models of ¾ to 4 tons capacity. Model FB-30 is the leader of this group. It is powered with a Continental six-cylinder 60-hp. engine and has a carrying capacity of ¾ to 1¼ tons. The frame has 6-in. side members of strong cross section. Timken axles, both front and rear, Budd steel wheels are standard equipment. The other five models of this group, powered by Waukesha sixes, are listed in the accompanying box. Wheelbase lengths vary from 143 to 204 in. All are equipped with hydraulic four-wheel brakes and the larger models also have boosters.



One of Sterling's new chain drive models. The deep section frames are of manganese steel lined with solid oak planks

Four models are offered with worm drives in capacities ranging from 4 to 10½ tons. The axles are Timken, engines, Waukesha, and wheels, Budd. Wheelbase lengths suitable for tractor, dump and commercial hauling vary from 126 to 230 in.

The double reduction models, of which there are five, are offered with wheelbases from 126 to 222 in. for medium and heavy-duty service. Capacities range from 3½ to 10½ tons. Engines are six-cylinder Waukeshas; rear axles, Timken. All the models in this group except Model FB-80 are offered in tractor sizes. Four-wheel hydraulic brakes with boosters are employed on each, although the two heaviest models of this group may be obtained with air brakes.

Many improvements have been incorporated in the chain-drive series which Sterling has championed for many years. The group consists of seven models from 5 to 10 tons. Probably the biggest advance in the design of these units is the reduction of weight in chassis, making it possible to carry greater payloads. The models in this group extend from Model FC-100, a high-speed dump unit of 5 to 5½ tons capacity, to Model FC-170, a powerful 9 to 10 ton job. All these models are equipped with six-cylinder Waukesha engines, four-speed transmissions, and, at additional cost, Sterling's patented three-speed auxiliary transmissions, which give 12 forward speeds. Brakes are internal, mechanically operated on the rear wheels, and amplified with vacuum boosters.

In addition to dual chain drive, Sterling also offers a complete range of dual worm drives. This group consists of four models, ranging from 3½ to 12 tons. All are equipped with Westinghouse air brakes and wheelbase lengths are optional.

The patented Sterling wood-lined frame is employed on all models except the FB-30 and 35. Side members of Sterling frames are of deep section, into which oak planks are machine pressed. All cross members and other units are fastened to this wood inlay and bolted by long bearing bolts that pass through the steel and wood. There being no metal-to-metal contact, road shocks and noises are absorbed. The construction is also stated to give greater flexibility and strength.

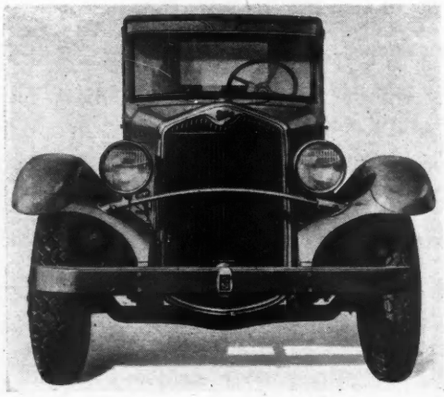
Steering posts, pedals and engines are mounted directly on the wood inlay to prevent road shocks from reaching the driver.

Ball-and-socket radius rods are used on all models except the two light ones, which have Hotchkiss drives. Steering gears in the larger models are Ross cam and lever.

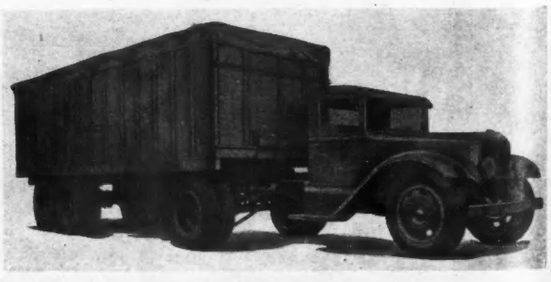
The new Sterling cab, offered at extra cost, is made of steel-over-wood sills and fully insulated. Seats are deep and cushioned with resilient coil springs. Both seat and backs are adjustable.

On the larger models gas tanks are mounted on each side of the frame and enclosed with a steel apron to carry out the sweeping appearance of the entire unit.

Instruments are housed in one panel and electrically illuminated. Channel bar bumpers and dual tires are standard equipment on all models except the two lightest.



Typical front view of new Sterlings. Attractive appearance is given by V-type radiator, full crown fenders and graceful lines of cowl



Model FC-135, 6-ton chain-drive tractor, is one of 11 tractor models ranging from 4 to 10-ton capacity

A BIG PAY LOAD...

of Real Sales Ammunition

TWELVE unbiased documents (more to follow) filled with facts and suggestions which go straight to the heart of truck expense in as many different industries. Unlike sales material, they are *sought* and *read* by truck operators, hungrily.

They help sell General Motors Trucks because they tell truck users how to operate their present equipment more profitably. They make fast friends for General Motors Trucks and GMT Dealers by rendering a valuable service to prospects. They are indirect but convincing proof that GMT representatives know what they are talking about; that they base their recommendations on *facts*, not guess; that their trucks are designed and built to stand up under pre-determined hauling requirements.

Each of these printed reports covers an impartial, nation-wide study of trucks at work in a major industry, with thorough discussion of expenses, methods and losses. Little is said of equipment (no truck is mentioned by name); much of truck management.

"Delivering Furniture More Profitably", the May report, has just been published. Others which have appeared each month for the past year cover:

Contracting	Coal
Oils & Gasoline	Baking
Groceries & Meat	Moving
Wholesale Food	Laundries
Building Materials	Parcel Delivery

General Wholesaling

The survey on which these reports are based is the only impartial, unbiased investigation of this scope, ever made of trucking. It is continuing and reports are appearing each month.

GENERAL MOTORS GM TRUCKS

A PRODUCT OF GENERAL MOTORS

GENERAL MOTORS TRUCK COMPANY, Pontiac, Mich.
(*Subsidiary of* Yellow Truck & Coach Mfg. Co.)
GENERAL MOTORS TRUCKS, YELLOW CABS and COACHES.
Factory Branches, Distributors, Dealers—in over 2200 principal cities and towns. (*Time payments financed through our own* Yellow Manufacturing Acceptance Corporation *at lowest available rates.*)

Yes, Tonnage Ratings Are Drawn From Hats!

CONTINUED FROM PAGE 44

ness. The result would be a far better generation of motor trucks. And now, too few 'truck men' should return to draining crank case oil if they can prove themselves able to learn to do it."

Espy W. H. Williams, chief statistician, Automotive Trades Alliance, Baltimore, Md., offers evidence of the effect of present rating methods on such outside agencies as State Bureaus, Tax Commissions, Assessment Offices, Insurance Companies, etc.:

"Problems are sometimes more quickly solved by public discussion than by private argument, and it was refreshing, therefore, to read in the February issue of the COMMERCIAL CAR JOURNAL your article entitled 'Are Tonnage Ratings Drawn From Hats?' Unquestionably there is a real issue in the 'rated payload capacity' subject.

"The characteristic term 'rated payload capacity' is of greater importance to the truck industry than perhaps the editor of the COMMERCIAL CAR JOURNAL is willing to admit. As long as certain manufacturers continue to determine the carrying capacities of their vehicles upon entirely different plans from other manufacturers, the equitability of the statistic basis is destroyed as well as the fairness of the comparative footing for classification purposes.

"As you are aware, insurance rates are determined by a number of characteristics, one of which is actual payload in tons. When trucks are classified for insurance purposes in the case of a 'spread rating' which is commonly known as 'variable capacity,' the insurance companies require that the truck in question be classified in accordance with the high figure. There is good reason for this practice since if a truck has a payload capacity of 3-3½ tons, it is supposed to be capable of transporting, under certain conditions, 3½ tons and is, therefore, obviously of that capacity. Also, many states employ the rated payload capacity in tons in determining license fees. Where this variable capacity is given by a manufacturer, some states employ the minimum figure and several use the maximum rating. Those using the minimum probably do so because they presume that this is the so-called 'nominal rating,' it being generally considered that the higher figure represents an emergency ability or an advertising talking point.

"In conclusion then, we as an unprejudiced organization believe it would be worthy of consideration to rate trucks by employing a fair variable capacity for each chassis. For instance, decide what the average gross carrying capacity is, over the chassis weight plus that of the driver. Determine the average minimum and average maximum weights of the bodies which will be installed on such chassis. By deducting these weights from the gross carrying capacity, variable carrying capacities will be arrived at that will be very acceptable to all parties concerned, including State Tax Commissions, License Bureaus, Insurance Companies and the ultimate buyer of the truck from whom comes the power supporting the activities of all of us."

And if you don't think ratings present a problem all over the world, read these comments from Jay W. Myers, manufacturers' representative, Soerabaja, Java:

"It was with great interest that I read your 'Are Tonnage Ratings Drawn from Hats?' article and I trust that it may lead to some better understanding in rating the tonnage of the leading American trucks.

"Out here I experience considerable difficulties on account of this variation in rating because it misleads the (prospective) buyers, and also brings about an unfair competition.

"Would it not be possible and practical to appoint an independent committee, to be selected by all truck manufacturers? This committee could issue certificates stating the official tonnage rating, as laid down by them, for each make and model. Before long, I am sure, prospective buyers would demand these certificates before being convinced about the true capacity of the truck which they intended to buy."

Stewart Now Flies an "8" on its Banner

CONTINUED FROM PAGE 31

190 and 220 in. at extra cost. Electrical equipment is furnished by Delco-Remy. The fuel system embodies a 31-gal. side-mounted gasoline tank, pump and Stromberg carburetor. A metal joint equipped 2¼-in. tubular Spicer driveshaft transmits the power to a Timken full floating worm or double reduction rear axle. Standard ratio of the worm is 7½ to 1; double reduction, 7.8 to 1.

The 9-in. frame is supported by four semi-elliptic springs, 40 x 3 in. front and 56 x 3 in. rear with 6-leaf helper. Drive is taken by radius rods. The braking and steering mechanism is the same as employed in Model 38. Cast steel hollow spoke wheels and 9.00/20 in. balloons with dual rears are standard.

I Want the Dealer to Sell Me His Shop

CONTINUED FROM PAGE 21

Not so hot. The dealer from whom we purchased our trucks is equipped with a modern valve seat reamer outfit and valve face-grinding machine. It does faster work and is more efficient than our tool.

Why doesn't the truck dealer photograph this device, for instance, fix up a circular telling how it works? He might detail how the pilot stem holds the reamer perfectly centered over the valve seat, so that the reamer cannot travel in the path of the worn valve seat. It reams the seat concentric with the guide hole.

I'd be delighted to call this circular to the attention of the Big Chief, and I'd try not to rub it in! He might not know anything about the mechanical details, but at least the picture would give conviction to the truck dealer's plea for business. Furthermore, he would know that our shop doesn't have such a device to speed up work, and do it more accurately than possible with our tools.

It is doubtful if the Big Chief could be induced to visit the truck dealer's shop on a tour of inspection. But why doesn't the dealer take his shop to the fleet owner via photographs and descriptions that would tell the fleet owner just *why* a modern, well-equipped shop can do better work at a reasonable cost? It's obvious to me that a dozen trucks, such as we have, can't stand the investment in the kind of tools and equipment that the truck dealer uses for twelve times that many trucks. Of course the dealer can do better work and cheaper. But why not tell the boss, he can be convinced.

Really, I don't think the Big Chief would take serious offense if the truck dealer sent a man to our shop to see how obsolete it is in many respects (of necessity) and then confronted the Chief with his findings, as compared to the truck dealer's shop. The Chief may be a little hot-headed, but he is reasonable and knows the difference between black and white if it is explained to him.

Of course, the truck dealer must make a profit on his shop, but I suspect that he would take most of it out of his labor-saving equipment, instead of adding it to our delivery overhead.

Some day I'm going to ask the truck dealer why he doesn't get down to brass tacks with the Big Chief on this maintenance question, instead of writing him a letter once in awhile about "we would like to service your trucks." That's not the point. Where do we get off at?

THE FORD DE LUXE DELIVERY CAR

is sturdy, reliable, and pleasing in appearance

THE FORD de luxe delivery car is designed for the operator who requires a unit of distinctive appearance. This car is suitable for retail deliveries, for salesmen's use, and for a wide variety of light-haulage purposes. Its performance is alert and capable, whether in city traffic or on open highways. It offers reliability, safety, long life and economy.

To meet the light hauling requirements of every business, in addition to the de luxe delivery car, there is a number of other standard Ford types, on the light commercial chassis with 103½-inch wheelbase.

For operators requiring heavier units, there is the Ford 1½-ton truck, with 131½-inch or 157-inch wheelbase, high or low rear-axle gear-ratios, single or dual rear wheels, and a comprehensive range of bodies, which offers economical hauling for every business. All are low in cost, and are available, complete, from Ford dealers everywhere.

Ford de luxe delivery car

The body is all-steel, and is highly attractive in appearance and finish. Rustless Steel is used for radiator shell, head lamps, and other exterior metal parts. The interior is finished in heavy, durable, waterproof wood-fiber composition. There are two folding seats in the driver's compartment. There is easy access to the loading compartment, both from the driver's compartment and through a large door at the rear. All doors are provided with locks. Loading space: length 57 9/16 inches, width 43⅝ inches, height 45 27/32 inches.

The chassis is similar to that of the Model A Ford car. It is strong and sturdy, built to strictest standards of excellence, in design, materials and workmanship. Forty different kinds of steel, for specific purposes, are used in its construction. There are more than twenty anti-friction ball and roller bearings at important chassis points. These, and other features, such as the torque-tube drive, three-quarter floating rear axle, and the fully-enclosed mechanical brakes, contribute to reliability, good performance, long life, and low cost of up-keep.

Ford

Freight Rate Slash May Save Industry $3,000,000

CONTINUED FROM PAGE 20

3. Many factories won't expect any dealer to reduce delivered prices until rate reductions become effective throughout entire country. (That would mean probably not until June, July, or later).

4. Every factory will definitely recommend reduction of delivered prices to conform with freight rate reductions eventually. Some of them will insist on such reductions more strongly than others.

What these rate reductions will mean in terms of specific makes and specific dealers obviously cannot be worked out definitely at the moment, since details as regards model, size freight car used, shipping methods, etc., resulted in an infinite variation in detailed saving.

Since the schedules are available, however, and since they give a specific example of what may be expected, in a general sense, in other rate territories, some detailed study of these schedules is worth while right now.—*By Norman G. Shidle and G. Lloyd Wilson.*

Truck Factories in Rate Territories

Janesville, Wis.	Chevrolet*
Kansas City, Mo.	Ford*, Chevrolet*
Littleton, Colo.	Coleman
Milwaukee, Wis.	Ford*, Sterling
Omaha, Neb.	Ford*
Salt Lake City, Utah	Ford*
St. Louis, Mo.	Ford*, Chevrolet*
St. Paul, Minn.	Ford*
Transcontinental Freight Bureau	
Denver, Colo.	Ford*
Littleton, Colo.	Coleman
Long Beach, Calif.	Ford*
Los Angeles, Calif.	Willys-Overland*
Oakland, Calif.	Chevrolet*, Fageol
Portland, Ore.	Ford*
San Francisco, Calif.	Kleiber, Moreland, Ford*
Salt Lake City, Utah	Ford*
Seattle, Wash.	Kenworth, Ford*
Stockton, Calif.	Dodge

*Assembly Plant.

Recorders Put Truck Operations on the Spot

CONTINUED FROM PAGE 17

made an awful big difference in tire mileage and engine overhaul.

Even when a man is convinced that he needs some kind of truck recorder, he is still up against the question: Should I put one on every truck? Off hand, that is not so easy to answer. One fleet owner operating 150 heavy duty trucks told us that he had 25 recorders on trucks doing special duty. He had an idea that he didn't need recorders on the rest of the fleet. But he was thinking mostly about the money he would have to spend. It looks to us as if he was willing to be shown. The fact is that there are many fleet operators throughout the country whose truck equipment is 100 per cent recorder equipped. These people say they won't operate a single truck without a recorder and every time a new truck is bought, it comes through with a new recorder.

On the other hand, there are those who can't see truck recorders at all. Not because there is anything the matter with the truck recorder but because their routes are covered like a blanket with route inspectors. But at the end of the year how does the cost of salaries compare with the installation of recorders?

Some fellows come through with a happy medium. They buy a few recorders and shift them from truck to truck. This looks like fine business for trial purposes but others have found that it's not so good as a regular thing because you are constantly bucking the driver and you can't be sure that the driver will continue the good work when recorder comes off.

Like anything else the recorder must be used to the fullest advantage if it's to earn its keep. Charts must be replaced regularly and the information on the charts should be taken off and analyzed regularly. Naturally this requires special attention and in a large fleet, it may mean that a special man or a special department may have to be assigned to handle the details. As a matter of fact, the job of keeping records is not as complicated as it sounds because practically all large operations have a separate operating department whose function it is to keep cost records of all kinds.

With so many different makes and different types of recording instruments on the market, the reader may become a little confused in his selection of an instrument particularly suited to his needs. Accordingly, we have made it our business to get information concerning every instrument on the market and have illustrated and described them in another section of this article. Generally, the graphic record will give the following kind of information: (1) Stops and starts. (2) Elapsed time from point to point. (3) Idling time. (4) Several types give speed and miles per hour. (5) Overtime. (6) Length of lunch periods.

The instruments in general may be classified as follows: (1) Dial chart recorder, (a) one-day dial, (b) three-day dial, (c) seven-day dial, (d) one and seven-day dial with a special idling attachment. (2) Recorders with a tape record. (3) Odometers. (4) Hubodometers.

When you think it over it is amazing to find how much information you can get from a recorder chart. Take for instance, the matter of truck efficiency. A simple chart, such as is shown in Fig. 1, shows at a glance the working hours for each truck, day by day, for a week or a month or for any other period. Fig. 2 shows another form of chart which compares the efficiencies each truck of a fleet, week by week or month by month. These charts give a world of information just at a glance.

As will be evident to those familiar with dial-type recorders, the variety of dials on the market is designed to answer the specific need and objections of certain operators. Some people want a one-day dial because they check the operations every day. Others prefer to check less frequently so they use a three-day or a seven-day dial, thereby cutting down labor involved in changing records. Selection of the type of chart is therefore a matter of individual preference and depends almost entirely upon individual needs and organization.

An odometer gives only one kind of record. Information—total mileage. Wherever this is the only information necessary, either the odometer or hubodometer may be used.. However, many fleet owners have found it desirable to use both the recorder and odometer because the mileage readings are an essential part of the operating and cost records. Others have found it more practicable to use a single recording device which produces a speed record, mileage reading, time in motion, and idle time report all on one chart or tape.

Where truck are hired out, special records will probably be kept of lost time, overtime and mileage. These records will eliminate a lot of dispute. Certainly it will make it unnecessary for anyone to depend on the word of the driver or the honesty of the customer.

"Ateco" Metal Express

CONTINUED FROM PAGE 36

Beside the express body more than 50 extra parts at fixed prices are available for constructing almost any type of body. This list includes such items as racks, tarpaulin, slatted sections, signboards, canopy tops, sidegates, partitions, wheelhouses, steps, hooks, screens, trap doors, special floors, racks for long materials, etc.

After Hours

CONTINUED FROM PAGE 25

must suggest something, so how about someone building a *rear-engined* house-to-house vehicle?

Forty-four state highway authorities have advised the American Road Builders' Association that they will spend $12,700,000 in 1931 for highway equipment, as against $12,500,000 last year. Thar's gold in that thar advice for the truck industry.—G.T.H.

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 78)

New Listings

ACME lists five new models which, with the exception of the 3½-ton Model 45D, replace trucks previously listed. The new models include: 3X, 1½-ton; 4X, 2-ton; 6X, 3-ton; 8X, 4-ton; 10X, 5-ton.

General Motors Truck adds Model T31 to 2½ to 4-ton listings.

Gotfredson includes 11 models ranging in capacity from 1½ to 4½ tons, as follows: RB34, RB36, 1½-ton; RB46, 2-ton; RB66C, RD66C, RW66, 3-ton; RW76A, RD76A, 3½-ton; RW96A and RD96A, 4½-ton.

International schedules A2 and B2 as 1½-ton truck and as tractor trucks.

Other new models added this month include:

Netco: K, 5½-ton and more.

Willys Six: C-157, 1½-ton.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
Autocar DT	3500	140	20000	5300	B-L 51	U	4	No	6.30	33.7	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.3	65.1	SHS 3½
Autocar SCHST	4800	145	40000	8180	Own T	U	4	A	10.3	65.1	
Autocar FT	6800	153	60000	11000	B-L 70	A	7	No	11.66	109	F 5½
Brockway 90		137	15750	3850	B-L	U	4		5.12	20.9	90 1½
Brockway 140		138	24500	5500	B-L	U	4		6.6	35.3	140 2½
Brockway 170		138	29750	6800	B-L	U	4		16.4	46.6	170 3
Brockway 195		138	34125	7500	B-L	U	4		6.8	49.5	4
Brockway 220		138	38500	8200	B-L	U	4		6.96	50.7	5
Brockway 190		139	33250	7625	B-L	A	7		7.75	78.6	190 3
Brockway 250		146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290		146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago 1-76-D 20T		159		8740	B-L 60 Max	A	7	No	7.6	77.2	
Condor CB		118		3875	Cov A-4 J	U	4	No			
Condor CC		122		4820	Cov W4J	U	4	No			
Condor CD		122		5020	Cov W4J	U	4	No			
Condor CF		118		5200	Cov Rus	U	4	No			
Condor CGW		153		8950	Cov Rus	U	4	No	6.3	41.0	
Corbitt 9B6T		139	18000	4200	BL-214	U	4	No	6.8	43.6	
Corbitt 12B6T		152	20000	4955	BL-51	U	4	No	7.40	48.8	
Corbitt 15B6T		157	25000	5980	B L-51-5	U	5	No	7.80	46.5	
Corbitt 18D6T		159	30000	7600	BL-615	U	5	No	7.33	48.0	
Corbitt 24D6T		165	40000	9200	BL-70	U	7	No	8.15	76.6	
Diamond T 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216 1½
Diamond T 303	1805	137	20000	4800	Cov		4	No	Opt	Opt	303 2½
Diamond T 504	2735	135	24000	6200	Cov	U	4	No	Opt	Opt	504 3
Diamond T 551	2310	131	28000	5600	Cov	U	4	No	Opt	Opt	551 3
Diamond T 603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603 4
Diamond T 750	4880	147	40000	8300	Cov	U	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.38	55.2	F-40 2
Dodge Bros. F60	2645	146	18979	5543	Own	U	4	No	8.44	57.8	F-60 3
Federal A6TW	2360	140	25000	4890	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	158	32000	6525	Own	A	4	No	8.75	57.0	T10W 3
Federal U6	3860	143	43000	7155	B-L 55	A	7	No	8.75	83.1	
Federal 4C6A	4735	144	50000	8120	B-L 55	A	7	No	8.67	82.3	4C6A 5
Federal 4C6AB	4960	144	50000	8505	B-L 55	A	7	No	8.67	82.3	4C6AB 5
Federal X8	5085	155	65000	9650	B-L 60	A	7	No	11.6	111	X8 5½
Federal X8R	5810	155	65000	9900	B-L 60	A	7	No	11.6	111	X8R 5½
Freeman BAT-144 7T	6450	144		9800	Ful HU16	U	4	A8	8.53	155	BAS-156 5½
Freeman GLT-144 7½	7050	144		10500	Ful HU16	U	4	A8	8.53	155	
(X)Gen.M. 2216 2½-3	885	130	14000	2990	Mun	U	4	No	6.8	37.8	
(X)Gen.M. 2513 2½-3	1345	130	14500	3575	Mun	U	4	No	6.8	34.5	
(X)Gen.Mot.T263-3½	1450	130	17000	3600	Mun	U	4	No	6.60	33.5	
(X)Gen.M. 3204 3-4T.	1700	141	19000	4705	Mun	U	4	No	6.43	32.7	T-30 3
(X)G.Mot. 4201 4-5 T.	1845	141	20000	4725	Mun	U	4	No	7.14	36.2	T-42 2½
(X)G.Mot 4404 5-6½	2095	141	25000	5095	Mun	U	4	No	9.45	48.0	T-44 4½
(X)Gen.Mot. T515-6½	2625	155	25000	6250	Mun	U	4	No	7.14	44.1	
(X)Gen.M.T556½-7½	2750	155	27500	6300	Mun	U	4	No	9.45	58.4	
(X)G.Mt. 6208 7½-8½	3250	154	34000	7150	Mun	U	4	No	10.7	65.9	
(X)Gen.M.T617½-8½	3525	154	34000	7175	Mun	U	4	No	10.7	65.9	
(X)G.Mt. 8205 8½-10	3970	155	37000	7735	Mun	U	12	A	12.3	171	
(X)G.Mt. 8206 10-12T.	4055	155	45000	7880	Mun	U	12	A	12.3	171	T-82 5½
(X)Gen.Mot.T8510-12	5800	171	45000	9515	Ful	U	4	No	10.5	66.1	
(X)G.Mt. 9003 12-15	5455	185	50000	9775	Mun	U	12	A	10.3	144	
(X)Gen.Mot. T9515-18	7675	189	60000	11625	Ful	U	4	No	8.5	53.3	
(X)Gen.Mot. T9615-18	7325	189	60000	11625	Ful	U	4	No	9.11	57.1	
Gramm AX4 2-3		131		3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2-3		131		3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3-4		131		3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3-4		131		3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4-6		131		3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4-6		131		3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3-5		118		4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4-6		122		4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5-8		122		5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6-9		122		5800	Cov Rus	U	4	Op	5.57	37.3	E 3
Gramm GW 10-15		157		8925	Cov Rus	U	4	Op	6.3	42.8	GW 5
Hug 98		Op			B-L714,703	U	12	A3	10.26	139	98-6 6W
Indiana 89		137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140		138	24500	5500	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170		138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195		138	34125	7500	B-L	U	4	No	6.8	49.5	195 4
Indiana 220		138	38500	8200	B-L	U	4	No	6.96	50.7	5
Indiana 190		139	33250	7625	B-L	A	4	No	7.75	78.6	3
Indiana 250		146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290		146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International AW-2		136		2980					5.29	72.4	AW-2 1½
International A-L 3		138		4300	W-G T7	U	4	No	6.50	42.9	AL-3 1½
International A-2		136		2800	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2		136		2830	M. M. 'O'	U	3	No	6.16	47.3	B-2 1½
International A-4		145		5070	Own A5	U	5	No	6.5	47.8	
International A-5		140		5575	Own A-5	U	5	No	7.16	52.6	
International A-6		156		5756	Own	U	5	No	8.50	76.8	A-6 3
International HS-54		130		7675	Own	U	5	No	6.85	60.5	
International HS-54C		130		7900	Own	U	5	No	7.22	63.7	
International W-1		130		8100	Own	U	5	No	6.85	60.5	W-1 2½
International HS-74		144		9530	Own	U	5	No	7.85	70.5	
International HS-74C		146		9955	Own	U	5	No	8.81	79.1	Hs-74C 3½
International W-3		144		10100	Own	U	5	No	7.85	70.5	W-3 5
International HS-104C		146		10425	Own	U	5	No	10.1	90.5	HS-104C 5
LaFrance Rep. M-2T		147	20000	7700	Ful VUOG	U	5	No	6.8	48.2	M-2 4
LaFrance Rep. 35-2T		147	24000	9400	Ful HU	U	4	No	7.2	45.4	35-2 5½
Mack BL 2 Ton	2500	138			Own BL	U	4	No	4.86	24.0	BL 1
Mack BG 3 Ton	3000	138			Own BG	U	4	No	4.90	24.2	BG 1½
Mack AB 5-6 Ton	3500	123			Own AB	U	4	No	8.87	43.0	AB 2
Mack AB 5-6 Ton	4300	123			Own BG	U	4	No	5.1	24.6	AB 3
Mack BC 6-8 Ton	5250	142			Own BC	U	4	No	6.69	39.1	BC 4
Mack BC 7-10 Ton	5500	142			Own BC	U	4	No	7.17	46.1	BC 5
Mack BJ 7-10 Ton	6150	169			Own BJ	A	4	No	4.25	22.4	BJ 5
Mack AK 7-10 Ton	5150	134			Own AC	J	4	No	5.99	38.5	AK 5
Mack AK 7-10 Ton	5250	134			Own AC	A	4	No	5.14	41.1	AK 5
Mack AC 7-15 Ton	b	128			Own AC	J	4	No	6.46	41.5	AC 7½
Mack AP 20 Ton	9500	147			Own AP	J	4	No	6.46	41.5	AP 5½
Mack AC 20 T. 6Wh.		145			Own AP	J	4	No	7.06	45.3	
Mack AP 20 T. 6Wh.		197			Own AP	J	4	No	7.06	45.3	AP-6wh 10
Netco TC		135			B-L 55-4	U	4	No	7.75	54.2	C 2½
Netco TE		140			B-L 55-5	U	5	No	8.00	56.0	E 3½
Pierce-Arrow XB	3750	140		6180	Own XB	A	4		9.25	50.2	XB 3
Pierce-Arrow RD	5400	133		8650	Own RD	A	4		7.8	41.5	
Pierce-Arrow RF	5600	132		9340	Own RF	A	4		10.0	51.9	
Relay 40	3240	138		5300	B-L 35	U	4	No	6.45	34.5	40 2
Relay 60	4480	142		7350	Ful VU	U	5		7.88	58.5	
Reo FH	1545		13600	4165	Own	U	4	Op	5.7	72.6	FH 2
Reo GD	2085		19000	4570	Own	U	4		6.14	77.8	GD 3
Schacht TR		146		6600	Ful VUOG	U	5	No	7.8	55.1	
Stewart 30	695	110		2977	Cla	U	4	No	5.6	35.8	30
Stewart 30X	795	110	6305	3018	Cla	U	4	No	5.6	35.8	30X 11
Stewart 40	895	110		3350	War	U	4	No	5.6	35.8	40 1½
Stewart 40X	995	110		3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 34X	1195	135		3710	War	U	4	No	5.6	22.0	34X 1½
Stewart 28X	1495	130		4058	Ful	U	4	No	6.37	47.0	28X 2
Stewart 29XS	1695	135	10235	4960		U	4	No	6.37	44.0	29XS 2
Stewart 32X	1990	148	12135	5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X	2690	148		5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 35X	2590	149		5880	Ful	U	4	Op	7.1	46.1	35X 3
Stewart 19X	3690	147		7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X	4990	150		8440	Ful	A	8	U	10.5	15.1	31X 5
Stewart 27X	5700	150	26677	9987	Ful	U	8	U	6.56	93.8	27X 5½
Studebaker S-40	945	148		3650	WGASI T9	U	4		5.83	37.4	S-50 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	
Walter FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	
Ward La Fra. 75D-15T		Op		10000	B-L 70 Max	A	7		Opt	Opt	
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.8	
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210 211		133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 2112½
White 212		133	20000		Own 8B	U	4	No	5.67	23.4	212 2½
White 55 3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56 2	3125	165	20000	5276	OwnGRBB	U	4	No	6.33	26.2	56 2
White 58 3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61 1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611 2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612 2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620 2½	4350	145	25000	7300	Own 4B	U	4	No	6.38	41.8	620 2½
White 621 3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630 3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631 3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 3½
White 640 3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641 3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642 4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643 5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 5

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6–3¼ x3¾	194.0	26.3	50–2600	H	G	C			3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	435	109	109	4025	1855	B 5.00/19	B 5.00/19	Own	4–3⅝x4¾	196	21.0	48–2800	L	G	A	2¼	6½	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	515	109	109	4125	1960	B 5.25/19	B 5.25/19	Own	4–3⅝x4½	189.8	23.4	61–3400	L	C	A	2¼	6½	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.....	595	...	...	.....	1935	B 5.00/19	B 5.00/19	Own	6–3½x4½	189.8	23.4	.....	L	C	A				FP	No	Str	V	N-E	N-E	4
5	Ford.....A	340	103	...	.....	.....	B 4.75/19	B 4.50/20	Own A	4–3⅝x4¼	200.3	24.0	40–2200	L	G	A	1¾	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11	625	109	...	3800	1980	B 5.00/19	B 5.50/19	Pontiac	6–3⅛x3⅛	200.3	26.3	58–3000	L	C	B	2⅛r	5⅝	3	PC	No	Mar	M	D-R	D-R	6
7	(X) Gen. Mot.....T-15	...	121	...	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6–3⅛x3⅛	200.3	26.3	58–3000	L	C	B	2⅛r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	Paige.....	895	115	...	4460	2350	B 5.50/19	B 5.50/19	Own	6–3½x4½	207	23.4	66–3200	L	C	A	2¼	10⅝	7	FP	No	Ste	M	D-R	D-R	8
9	Reo.....Jr. 15	785	115	...	.....	.....	B 6.00/18	B 6.00/18	Con 19E	6–3¾x4	214.7	27.3	60–2800	L	C	A				PC	No	Sch	P	D-R	D-R	9
10	Studebaker.....S1	595	114	114	.....	2330	B 5.25/19	B 5.25/19	Own	6–3¾x4½	221	21.3	70–3200	L	C	C	2¼	8⅛	4	CC	No	Str	M	D-R	D-R	10
11	Willys Six.....C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6–3¼x3⅛	193.0	25.3	65–3400	L	C	C	2⅝	6⅛	4	CC	No	Til	M	A-L	A-L	11
	1500 Pounds																									
12	Dodge Brothers.....	695	124	124	4760	2260	B 5.50/20	B 5.50/20	Own	4–3⅝x4¼	175.4	21.0	45–2800	L	G	S	2⅜	6⅛	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Brothers.....	745	124	124	4760	2380	P 30x5	P 30x5	Own	4–3⅝x4¼	175.4	21.0	45–2800	L	G	S	2⅜	6⅛	3	PC	No	Car	V	D-R	D-R	13
14	Dodge Brothers.....	795	124	124	4860	2360	B 5.50/20	B 5.50/20	Own	6–3⅝x3⅞	208.0	27.3	63–3200	L	C	S	2⅛	10⅛	7	PC	No	Zen	V	N-E	N-E	14
15	Dodge Brothers.....	845	124	124	4860	2480	P 30x5	P 30x5	Own	6–3⅝x3⅞	208.0	27.3	63–3200	L	C	S	2⅛	10⅛	7	PC	No	Zen	V	N-E	N-E	15
16	Fargo Clipper.....	725	...	...	.....	2340	B 5.50/18	B 5.50/18	Own	6–3½x4¼	195.6	23.4	.....	L	C					FP	No	Str	V	D-R	D-R	16
17	Fisher Standard Jr. B.	....	120	...	6000	2650	B 5.50/20	P 30x5	Con W10	4–3½x4¼	200.5	24.0	48–2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	V	A-L	A-L	17
18	Fisher Standard Jr. B.	....	125	...	6000	2650	B 5.50/20	P 30x5	Con 17E	6–3¾x4	214.7	27.3	60–2800	L	C	A	2⅛	9⅛	7	FP	No	Zen	V	A-L	A-L	18
19	(X) Gen. Mot. T15	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Pontiac	6–3⅛x3⅛	200.3	26.3	58–3000	L	C	B	2⅛r	5⅝	3	PC	No	Mar	M	D-R	D-R	19
20	Internat'l ..Spec. Del	....	124	124	.....	2200	B 5.25/20	B 5.25/20	Wau XA	4–3½x4½	173.0	19.6	30–2700	L	G	C	2	6⅛	3	PC	No	Zen	V	D-R	D-R	20
21	International...AW-1	....	136	136	.....	2620	B 5.25/20	B 5.25/20	Wau XA	4–3½x4½	173	19.6	30–2700	L	G	C	2	6⅛	3	PC	No	Zen	V	D-R	D-R	21
22	Relay.....15AA	1370	131	...	.....	3750	P 30x5	P 30x5	Con 17E	6–3¾x4	214.7	27.3	52–2200	L	C	C	2¼	9⅛	7	PC	No	Str	V	A-L	A-L	22
	1 Ton																									
23	Atterbury.....A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6–3x4¾	201.4	21.6	64–2800	L	G	C	2¾		4	CC	No	Zen	G	D-R	D-R	23
24	Brockway.....60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6–3½x4	214.7	27.3	61–3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	24
25	Brockway.....65	....	137	145	6500	3400	P 30x5	P 30x5	Con	6–3½x4½	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	CC	No	Zen	V	A-L	A-L	25
26	Commerce.....S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	26
27	Condor.....CAV6	....	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3½x4	214	27.4	61–3000	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	27
28	Day Elder.....60	1195	135	156	6000	3200	B 6.00/20	B 6.50/20	Con 25A	6–3¾x4	214.7	27.3	61–3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	28
29	Dodge Brothers.....	810	133	133	5840	2470	P 34x5	P 30x5	Own	4–3½x4¼	175.4	21.0	45–2800	L	G	S	2⅜	6⅛	3	PC	Ha	Car	V	D-R	D-R	29
30	Dodge Brothers.....	910	133	133	5940	2570	P 30x5	P 30x5	Own	6–3⅝x3⅞	208.0	27.3	63–3200	L	C	S	2⅛	10⅛	7	PC	Ha	Zen	V	N-E	N-E	30
31	Douglas.....A6	1095	135	145	7500	3075	P 30x5	Bud J214	Con 25A	6–3½x4	214.7	27.3	61–3000	L	G	C	2⅜	10⅛	7	FP	No	Zen	M	A-L	A-L	31
32	Fargo Freighter.....	795	...	...	7350	2725	B 6.00/20	P 32x6	Own	6–3½x4½	189.8	23.4	.....	L	C		2			FP	No	Str	V	N-E	N-E	32
33	Fisher Standard...10A	....	144	162	7500	3400	P 30x5	P 30x5	Con 17E	6–3¾x4	214.7	27.3	60–2800	L	C	A	2⅛	9⅛	7	FP	No	Zen	M	A-L	A-L	33
34	Fisher Standard...BX	....	120	128	2800	.....	P 30x5	P 30x5	Con W10	6–4½x4¼	200.4	24.0	49–2800	L	C	A	2⅛	5⅞	3	PC	No	Zen	M	A-L	A-L	34
35	Garford.....S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6–3⅝x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	35
36	(X) Gen. Mt. T15 or T17	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Pontiac	6–3⅛x3⅛	200.3	26.3	58–3000	L	C	B	2⅛r	5⅝	3	PC	No	Mar	M	D-R	D-R	36
37	Gramm...AX4, 1-1½	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4–3½x4¼	200.4	24.0	50–2800	L	C	A	2⅛	5⅞	3	FP	No	Til	M	A-L	A-L	37
38	Gramm...AX-6, 1 1½	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3¾x4	214	27.4	74–3300	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	38
39	Gramm-Bernstein...10	....	129	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4–3¾x5	220.9	22.5	43–2350	L	G	C	2⅛	9⅛	4	FP	No	Zen	G	A-L	A-L	39
40	Hahn & Selden.....7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6–2¾x4¼	185.0	19.8	45–2800	L	G	C	2⅛	6⅜	4	FP	No	Zen	V	A-L	A-L	40
41	Indiana.....60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6–3¾x4	214.7	27.3	61–3000	L	C	A	2⅛	6⅜	4	PC	No	Zen	M	A-L	A-L	41
42	Indiana.....64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6–3½x4½	248.2	27.3	65–2700	L	G	C	2⅜	10⅛	7	CC	No	Str	V	A-L	A-L	42
43	Int. 6 Sp. Spec.....	....	124	1-4	.....	2513	P 30x5	P 30x5	Wau XA	4–3½x4½	173.0	19.6	30–2700	L	G	C	2	6⅛	3	PC	No	Zen	V	D-R	D-R	43
44	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6–3x4¾	201.5	21.5	60–2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	44
45	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6–3x4¾	201.5	21.5	60–2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	45
46	LeMoon.....HB10	1500	140	152	6700	3300	P 32x6	P 32x6	Con 16C	6–3½x4½	248.0	27.3	65–2800	L	G	C	2⅜		7	PC	No	Str	G	D-R	D-R	46
47	Mack.....BL	2500	138	148	.....	.....	B6.00/20	DB6.00/20	Own BL	6–3¼x5	248.9	25.4	58–2600	L	G	C	2⅜	10⅛	7	FP	Ha	Str	V	N-E	N-E	47
48	Relay.....15AB	1400	131	...	.....	3800	P 30x5	P 30x5	Con 17E	6–3¾x4	214.7	27.3	52–2200	L	C		2¼			PC	No	Str	V	A-L	A-L	48
49	Relay.....S11	1700	142	162	.....	4050	P 30x5	P30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜		4	PC	No	Zen	V	A-L	A-L	49
50	Reo.....DF Tonner	1095	129	135	8000	3200	B 6.00/20	DB6.00/20	Own	6–3½x5	268.3	27.3	85–3200	L	C	A	2⅛	12	7	PC	No	Sch	V	D-R	D-R	50
51	Reo.....DF Tonner	895	129	135	8000	3200	B 6.00/20	P 32x6	Own	6–3½x5	268.3	27.3	85–3200	L	C	A	2⅛	12	7	PC	No	Sch	V	D-R	D-R	51
52	Rugby.....614	....	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6–3¼x4	199.0	25.3	71–3300	L	G	C	2⅜	6¼	4	PC	No	Str	M	A-L	A-L	52
53	Service.....S11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	53
54	Stewart.....30	695	130	140	.....	2977	B 6.50/20	B 6.50/20	Lyc AFE	4–3¾x4½	199.0	22.5	50–2600	L	G	C	2⅛	7¾	3	PC	....	Str	V	D-R	D-R	54
55	Stewart.....30X	795	130	140	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6–2¼x4¾	185.0	19.8	55–2600	L	G	C	2⅛	7	4	PC	....	Str	V	D-R	D-R	55
56	White.....15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4–3¾x5½	226.4	22.5	31–1600	L	G	C			2	PG	No	Zen	V	L-N	L-N	56
57	White.....60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6–3½x4½	260.4	20.4	64–2750	L	G	C	2½	9⅛	7	FP	No	Zen	V	A-L	A-L	57
58	World.....DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6–3x4¾	201.5	21.6	63–2900	L	G	C	2⅜	7	4	CC	No	Zen	V	A-L	A-L	58
	1¼ Ton																									
59	Brockway.....Junior	....	130	130	6800	3100	P 30x5	P 30x5	Wis	4–3¾x5	221.0	22.5	38–2000	L	G	C	2	8	3	CC	No	Zen	V	A-L	A-L	59
60	Brockway.....75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6–3½x4½	248.2	27.3	65–2700	L	G	C	2⅜	10⅛	7	CC	No	Zen	V	A-L	A-L	60
61	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2⅜	7⅛	3	PC	No	Zen	V	Spl	D-R	61
62	(X) GMT T-15 or T-17	680	130	141	6500	2670	B 5.50/20	P 32x6	Pontiac	6–3⅛x3⅞	200.3	26.3	58–3000	L	C	B	2⅛r	5⅝	3	PC	No	Mar	M	D-R	D-R	62
63	Gotfredson.....RB 24	....	131	160	.....	3200	P 30x5	P 30x5	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2⅜	7⅛	3	PC	No	Zen	V	D-R	D-R	63
64	Gotfredson.....RB 26	....	136	...	3500	3400	P 30x5	P 30x5	Own	6–3½x4	214.7	27.3	.....	L	C					PC	No	Joh	V	D-R	D-R	64
65	Indiana.....11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9⅛	3	CC	No	Str	G	A-L	A-L	65
66	Indiana.....11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9⅛	3	CC	No	Str	G	A-L	A-L	66
67	Indiana.....74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6–3¾x4½	248.2	27.3	65–2700	L	G	C	2⅜	10⅛	7	CC	No	Str	V	A-L	A-L	67
68	International.....S-24	....	130	...	.....	3222	P 30x5	P 30x5	Lyc CT	4–3¾x5	220.9	22.5	43–2350	L	G	C	2⅛	9⅛	5	PC	No	Zen	V	D-R	D-R	68
69	International.....S-26	....	130	...	.....	3250	P 30x5	P 30x5	Lyc 4SL	6–3¾x4½	224.0	25.3	61–2800	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	D-R	D-R	69
70	Kenworth.....70	1375	140	152	.....	3450	P 30x5	P 30x5	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	S	2⅜	8⅛	7	PC	No	Zen	M	D-R	D-R	70
71	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6–3¾x4½	224.0	25.3	61–2800	L	G	C	2⅜	8⅛	7	PC	No	Zen	V	A-L	A-L	71
72	Moreland.....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	S	2⅜	8⅛	7	PC	No	Zen	V	A-L	A-L	72
73	Studebaker.....40	1245	146	...	.....	3105	P 30x5	P 32x6	Own	6–3½x4½	221.0	27.3	70–3200	L	C	C	2⅜	8⅛	4	PC	No	Str	M	D-R	D-R	73
	1½ Ton																									
74	Acme.....3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6–3¾x4½	248.3	22.3	66–3200	L	G	C	2⅜	10	7	PC	No	Str	M	A-L	A-L	74
75	Atterbury.....K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6–3x4¾	201.4	21.6	64–2800	L	G	C	2⅜	7⅛	4	CC	....	Zen	G	D-R	D-R	75
76	Autocar.....A	3200	150	192	12000	5060	P 34x7	P 34x7	Own	6–4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	76
77	Available.....T-10	....	Op	...	9000	4000	P 30x5	P 30x5	Con 18E	6–3½x4	215.0	27.3	61–2900	L	G	C	2⅜	9⅛	7	PC	No	Sch	M	D-R	D-R	77
78	Available.....T-13	....	Op	Op	9000	4200	P 32x6	P 32x6	Con 16C	6–3½x4½	.....	27.3	66–2600	L	G	C	2⅜	10⅛	7	PC	No	Sch	M	D-R	D-R	78
79	Brockway.....E-45	....	147	161	8000	3640	P 32x6	P 32x6	Wis	4–4x5	251.3	25.6	50–2100	H	G	C	2	8	3	CC	No	Zen	V	L-N	L-N	79
80	Brockway.....90	....	149	168	9000	4050	P 32x6	P 32x6	Con	6–3¾x4½	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	CC	No	Zen	V	A-L	A-L	80
81	(Y) Chevrolet..Utility	625	131	...	.....	2375	P 30x5	DP 30x5	Own	6–3⅛x3¾	194.0	26.3	50–2600	H	G	C	2⅛r	5⅛	3	PG	No	Car	P	D-R	D-R	81
82	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6–3⅛x3¾	194.0	26.3	50–2600	H	G	C			3	PG	No	Car	M	D-R	D-R	82
83	Clinton.....32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2⅜	7⅛	3	PC	No	Zen	V	Spl	D-R	83
84	Commerce.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DS6	6–3½x5	309.6	31.5	56–2100	L	G	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	84
85	Commerce.....S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	85
86	CondrCAV4,1-TCBV4	....	131	180	10000	.....	B 6.00/20	DB6.50/20	Con W-10	4–3¾x4¼	200.4	24.0	50–2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	86
87	Condor.....CBV6	....	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6–3¾x4	214.7	27.3	61–3000	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	87
88	Corbitt.....7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	A	2⅛	8⅛	7	FP	No	Zen	V	D-R	D-R	88
89	Corbitt.....8B4	....	134	134	8500	.....	B 6.00/20	P 32x6	Con W10	4–3⅞x4¼	200.4	24.0	49–2800	L	C	A	2⅛	5⅞	3	FP	....	Zen	M	D-R	D-R	89
90	Corbitt.....8B6	....	136	136	8500	.....	B 6.00/20	P 32x6	Con 25A	6–3½x4	214.7	27.3	61–3000	L	C	A	2⅜	6⅜	4	FP	....	Zen	M	D-R	D-R	90
91	Day Elder.....85	1645	135	168	8500	3750	B 6.00/20	DB6.50/20	Con 16-C	6–3½x4½	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	91
92	Diamond T 216, 1-1½	695	135	158	8000	3300	B 6.50/20	B 6.50/20	Her JXA	6–3¾x4¼	224.7	27.3	56–2400	L	G	C	2½	10⅛	7	PC	No	Zen	M	A-L	A-L	92
93	Dodge Bros....UF-30	595	136	136	8150	2665	B 6.00/20	P 32x6	Own	4–3½x4¼	196.0	21.0	48–2800	L	G	A	2¼	6½	3	FP	No	Car	M	D-R	D-R	93
94	Dodge Bros.....F-30	695	136	136	8275	2765	B 6.00/20	P 32x6	Own	6–3¼x4¼	211.5	25.3	66–3200	L	G	A	2¼	6½	4	FP	No	Car	M	D-R	D-R	94
95	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6–3⅝x3⅞	208.0	27.3	63–3200	L	G	A	2⅜	10⅛	7	FP	Ha	Zen	M	D-R	D-R	95
96	Dodge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6–3⅝x3⅞	208.0	27.3	63–3200	L	G	A	2⅜	10⅛	7	FP	Ha	Zen	M	D-R	D-R	96
97	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2⅜	7⅛	3	PC	Bu	Zen	V	R.Bo	I	97
98	Douglas.....B4	2075	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2⅜	7⅛	3	PC	Bu	Zen	E	L-N	L-N	98
99	Douglas.....B6	2175	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6–3¾x4½	241.6	27.3	57–2500	L	G	C	2⅜	8	4	PC	Bu	Zen	E	L-N	L-N	99
100	Duplex.....GF	2800	142	...	8300	4700	P 32x6	P 34x7	Bud WTU	4–3¾x5½	226.4	22.5	37–1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	100
101	Duplex.....GS	2950	142	...	8500	4800	P 32x6	P 34x7	Bud HS6	6–3¾x4½	241.6	27.3	57–2500	L	G	C	2⅜	8⅛	4	FP	No	Zen	V	A-L	A-L	101
102	Fageol.....101	900	142	166	.....	3700	B 7.00/20	B 7.00/20	Wau XAK	4–3½x4¾	210	22.5	40–2150	L	G	A	2¼	6¼	3	FP	No	Zen	M	D-R	D-R	102
103	Fageol.....106	1500	161	173	.....	3975	B 7.00/20	B 7.00/20	Wau TS	6–3¼x4¾	219.0	23.4	60–2700	L	G	A	2¾	7½	4	PC	....	Zen	M	D-R	D-R	103
104	Federal.....D2	795	131	151	8000	3225	B 6.00/20	P 32x6	Con W10	4–3⅞x4¼	200.5	24.0	48–2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	V	D-R	D-R	104
105	Federal.....E6	895	132	156	8000	3275	B 6.00/20	P 32x6	Con 17E	6–3¾x4	215.0	27.3	60–2600	L	C	A	2½	9⅛	7	PC	KP	Zen	V	D-R	D-R	105
106	Fisher-Standard...15A	....	144	162	8000	3450	P 30x5	P 32x6	Con 17E	6–3¾x4	214.7	27.3	60–2800	L	C	A	2⅛	9⅛	7	FP	No	Zen	V	A-L	A-L	106
107	Fisher-Standard...16A	....	156	186	10000	4200	P 30x5	DP30x5	Con 16C	6–3½x4½	248.2	27.3	65–2700	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	107
108	Fisher-Standard...17A	....	156	186	10000	4300	P 30x5	DP30x5	Con 84	4–4¼x4½	255.3	28.9	50–2200	L	G	C	2¼	8⅝	3	FP	No	Zen	V	A-L	A-L	108
109	Fisher-Standard.Spc X	....	128	136	3150	.....	P 30x5	DP30x5	Con W10	4–4½x4¼	200.4	24.0	49–2800	L	G	A	2¼	5⅛	3	PC	No	Zen	M	A-L	A-L	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x⅛	C	.....	28⅛	.....	36x1¾	54x1¾	N	1
2	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66	.....	.....	L4IH	125	TX	War	5x1¾x⅛	C	53⅛	26⅜	42½	35½x1¾	53⅜x1¾	N	2
3	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66	.....	.....	L4IH	125	TX	War	5x1¾x⅛	C	53⅛	26⅜	42½	35½x1¾	53⅜x1¾	N	3
4	Own	D.Own	Own	U	3	...	Own	Own	S½		4.7	14.3	Own	.....	...	...	War	.....	...	.....	.....	.....	.....	.....	...	4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	.....	Own	O4IM	...	2I	Own	.....	C	.....	.....	.....	30½x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	..	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x⅛	C	.....	.....	44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sai	S½	H	4.7	14.2	Sal	4IH	154	T	Ros	5½x2¼x⅛	C	.....	.....	.....	36x2	54x2	N	8
9	Har	P.B&B	W-G	U	3	...	Spi	Sal	S½		4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x½	...	.....	.....	.....	37x2	55x2	N	9
10	MeC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x½	C	.....	.....	43½	36x1¾	54x1¾	N	10
11	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	147	4I	Own	5¼x2¼x⅛	C	.....	.....	.....	36x1¾	51x1¾	N	11
																							1500 Pounds			
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x½	C	66⅞	31	37⅛	39x2	48x2½	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	21.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66⅞	31	37⅛	39x2	48x2½	N	13
14	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2½x½	C	66⅞	31	37⅛	39x2	48x2½	N	14
15	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66⅞	31	37⅛	39x2	48x2½	N	15
16	Own	D.Own	Own	U	3	...	Own	Own	S½		4.9	15.5	Own	.....	...	...	...	.....	...	.....	.....	.....	.....	.....	...	16
17	Lon	P.Lon	W-G T-9	U	4	No	Bio 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	17
18	Lon	P.B-L	B-L 214	U	4	No	Bio 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	18
19	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	19
20	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 502	S½	H	4.45	15.1	Eat 200F	BE4IM	256	2I	Ros	4½x1¾x⅛	C	86⅝	50½	32	40x2	53x2	N	20
21	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S½	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4½x1¾x⅛	T	93⅜	53⅜	32	40x2	52x2	¼	21
22	Lon	P.B&B	W-G T-9	U	4	....	Bio	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	96	55	34	36x2¼	48x2½	..	22
																								1 Ton		
23	Fed	P.B&B	War T9	U	4	....	Spi 300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¼x3¾x1¼	C	96	53½	34	38x2¼	50x2½	N	23
24	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	24
25	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	25
26	Lon	P.B-L	B-L 20	U	4	No	Bio	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2¼x⅛	P	103½	63	34	36x2¼	48x2½	N	26
27	Per	D.Jon	W-G T9	U	4	No	Bio	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¼x¼	C	81½	51¾	34	36x2¼	45x2½	½	27
28	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	241	4I	Ros	5⅛x3¾x⅛	C	106½	58½	34	40x2¼	54x2½	½	28
29	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.6	36.1	Own	L4IH	206	TX	Han	6–2¾x½	C	85½	50	37⅛	39x2	48x2½	N	29
30	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6–2¾x½	C	85½	50	37⅛	39x2	48x2½	N	30
31	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅛	T	96	58¾	34	39¼x2	49x2½	½	31
32	Own	.....	Own	U	4	...	U-P	Cla	S½	..	5.67	37.2	Own	L4IH	...	...	...	.....	P	.....	.....	.....	.....	.....	...	32
33	Lon	P.B-L	B-L 214	U	4	No	Bio 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¼x¼	C	106	68½	32	40x2	54x2½	N	33
34	Lon	P.Lon	War T9	U	4	No	Spi	Sol F	SF	H	33.7	Sal	F	B4IM	362	62	Ros	6x2x2¼x⅛	C	84	47½	32	40x2	54x2	N	34
35	Lon	P.B-L	B-L 20	U	4	No	Bio	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	35
36	Lon	P.Own	Own	U	3	No	M.M.	Tim 51505	S½	H	1.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	36
37	Per	D.Jon	W-GT9	U	4	No	Bio	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	37
38	Per	D.Jon	W-G T9	U	4	No	Bio	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	38
39	Own	D.Ful	Ful DU-10	U	3	No	Bio	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57⅜	30½	38x2	50x2¼	N	39
40	G&O	P.B&B	W-G	U	3	No	Bio	Tim 52000 H	BF	R	.....	.....	Tim 11703 H	L4IH	...	TX	Ros	5x2¼x⅛	C	86	.....	34	41x2¼	50x2¼	N	40
41	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	41
42	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N	42
43	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 1124	S½	H	5.29	72.4	Eat 430F	BE4IM	292	2I	Ros	6x2x⅛	T	86⅝	50⅜	32	40x2	46x2½	¼	43
44	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710–H	L4IH	...	TX	Han	5¼x2x⅛	C	96	54	31½	38x2	52½x2½	N	44
45	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	...	TX	Han	5½x2x⅛	C	108	66	31½	38x2	52½x2½	N	45
46	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.1	Tim 11703H	L4IH	136	TX	Ros	6x3x⅛	C	96	58	34	37½x2½	49¼x2½	N	46
47	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64⅜	33⅛	40½x2½	52¾x2½	N	47
48	Lon	P.B&B	W-G T-9	U	4	....	Bio	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2¼x½	P	106¾	63	34	36x2¼	48x2½	N	48
49	Lon	P.B-L	B-L 20	U	4	No	Bio	Own 20B	2R	..	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	49
50	Own	P. Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅞	52⅛	40⅛	38x2	50x2¼	N	50
51	Own	P.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅞	52⅛	40⅛	38x2	50x2¼	N	51
52	MeC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5⅝x2x⅛	C	52¾	26	41⅛	36x1¾	55x2	N	52
53	Lon	P.B-L	B-L 20	U	4	No	Bio	Col 54028	SF	..	5.1	25.5	Col 5530	.....	...	...	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	53
54	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x⅛	C	77⅞	40⅛	32	38x2¼	50x2½	N	54
55	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x⅛	C	77⅞	40⅛	32	38x2¼	50x2½	N	55
56	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3⅛x¼	C	97⅞	57⅜	34	41½x2	53¼x2¼	N	56
57	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2½x⅛	C	112	58¾	34½	39x2¼	50x2½	N	57
58	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2½	54x2½	N	58
																								1¼Ton		
59	G&O	P.B&B	B-L	U	3	No	Spi	Col	S½	H	5.12	21.3	Col	C4IM	...	TX	Ros	4⅝x2x⅛	C	96	56	34	38x2	46x2½	N	59
60	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	60
61	Per	D.B-L	B-L 31	U	3	No	Bio	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅛	C	Opt	Opt	34	35½x2¼	51x2½	N	61
62	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	62
63	MeC	P.B&B	B-L 20A	U	4	No	Spi	Tim 52000H	B½	..	5.83	24.2	Tim 11703H	.....	...	...	Ros	.....	...	.....	.....	.....	.....	.....	...	63
64	Lon	D.B-L	B-L 20-A	U	4	No	Spi	Tim 52000H	BF	H	Opt	Opt	Tim 52000H	L4IH	...	TX	Ros	5¾x2¾x¼	C	.....	.....	32½	38x2½	54x2½	...	64
65	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x⅛	C	52⅞	44½	34	40¼x2½	38¼x2½	N	65
66	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¾x⅛	C	99	54⅞	34	40x2¼	54x2½	N	66
67	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N	67
68	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5¼x3¾x⅛	T	94	51½	34	42x2¼	52x2½	¼	68
69	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5¼x3¾x⅛	T	94	51½	34	42x2¼	52x2½	¼	69
70	Per	P.B-.	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	70
71	G&O	P.B&B	FulWO-BB	U	4	No	Spi	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	...	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	N	71
72	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	...	TI	Ros	5¼x1⅞x⅛	C	101¼	56	..	38 2¼	48x2½	N	72
73	MeC	P.Lon	Cla	U	4	No	Spi	Cla	S½	H	5.10	33.5	Own	B4XM	348	TX	Ros	6⅛x3x⅛	C	89¾	61¾	41	38x2	50⅝x2½	N	73
																								1½Ton		
74	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	74
75	Fed	P.B&B	W-G T9	U	4	....	Spi	Tim 53200H	B	..	6.50	39.7	Tim 11710H	L4IH	437	....	Ros	5¾x3¾x1¼	C	118	66½	34	38x2¼	50x2½	N	75
76	Per	P.Lon	B-L 51	U	4	No	Spi	Own 8A	SF	H	5.22	27.9	Tim 1473	LO4ID	460	21M	Ros	6⅞x3x⅛	C	114⅜	63⅝	34	40x2½	54x3	½	76
77	You	D.B-L	B-L 214	U	4	No	Bio	Tim 52200H	SF	H	5.83	37.4	Shu 5429	L4IH	...	TX	Ros	6x2¼x⅛	P	Opt	Opt	31¾	38x2¼	48x2½	½	77
78	You	D.B-L	B-L 214	U	4	No	Bio	Tim 5220H0	SF	R	5.83	37.4	Shu 5429	L4IH	...	TX	Ros	6x2¼x⅛	P	Opt	Opt	31¾	38x2¼	48x2½	½	78
79	G&O	D.B-L	B-L	U	3	No	Spi	Col	SF	H	5.12	20.9	Col	C4IM	...	TX	Ros	5½x2½x¼	C	126	72	34	36x2	48.2½	N	79
80	G&O	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.9	Col	C4IM	292	TX	Ros	5½x2½x¼	C	113	67	34	37x2¼	52x2½	N	80
81	Har	P.Own	Own	U	4	...	Own	Own	S½	..	4.88	30.0	Own	.....	...	...	Own	.....	...	86¾	51⅜	.....	.....	.....	...	81
82	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2⅜x7⅞	C	112⅞	77¼	37	36x1¾	45x2½	N	82
83	Per	D.B-L	B-L 31	U	3	No	Bio	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N	83
84	Lon	D.B-L	B-L 35	U	4	No	Bio	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x2¼x¼	P	144	90	34	40x2¼	50x3	...	84
85	Lon	P.B-L	B-L 20	U	4	No	Bio	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	85
86	Per	D.Jon	W-G T9	U	4	No	Bio	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	86
87	Per	D.Jon	W-G T9	U	4	No	Bio	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	87
88	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	88
89	Per	P.B&B	Own	U	4	....	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2¼	50x2½	N	89
90	Per	P.B&B	Own	U	4	....	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	55	34	38x2¼	50x2½	N	90
91	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	BF	H	6.60	42.3	Tim 11703H	L4IH	229	TX	Ros	5⅞x3¾x⅛	C	105	67	34	40x2¼	54x2½	½	91
92	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2¼x½	T	93	51½	34	42x2	50x2½	N	92
93	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.0	Own	L4IH	187	TX	War	7x3½x⅛	C	88¾	52¾	37⅞	39x2	48x2½	N	93
94	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x⅛	C	88¾	52¾	37⅞	39x2	48x2½	N	94
95	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7½x2¼x¼	C	119⅛	62¾	34	40x2½	56x3	N	95
96	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7½x2¼x¼	C	136⅛	87¾	34	40x2½	56x3	N	96
97	Own	D.Ful	Ful SU12	U	3	....	Bio 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	C	59	42	31	34½x2½	48¼x2½	½	97
98	Own	D.Ful	FulSU12	U	3	....	Bio 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	98
99	Own	D.Ful	Ful SU12	U	3	....	Bio 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	99
100	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	100
101	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	101
102	Per	P. Lon	W-G T9	U	4	....	Spi	Tim 52200H	BF	H	5.83	29.2	Tim 11706H	L4IH	380	TX	Ro-	5x3x2½	C	132	84	34	32¾x2½	50x2½	N	102
103	Per	.....	W-G T9	U	4	No	Spi 3	Tim 53600H	B¼	H	5.14	32.9	Tim 30010H	L4IH	260	TX	Ros	5x3x⅛	C	120	65¼	....	32¼x2	50x2½	N	103
104	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	104
105	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 370	SF	H	5.40	34.6	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	105
106	Lon	P.B-L	B-L 214	U	4	No	Bio 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68⅛	32	40x2	54x2½	N	106
107	Lon	P.B-L	B-L 314	U	4	No	Bio 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80¼	32	40x2	54x3	N	107
108	Lon	P.B-L	B-L 314	U	4	No	Bio 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80¼	32	40x2	54x3	N	108
109	Lon	P.Lon	War T9	U	4	No	Spi	Tim 52200H	SF	H	5.83	35.9	Tim 11703H	L4IH	...	TX	Ros	6½x2¼x⅛	..	92	55½	32	40x2	54x2	N	109

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	F.W.D. H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50-2000	H	G	C	2¼ r	8	3	PC	....	Zen	V	A-L	A-L	1
2	Ford AA	495	131	157	7800	2723	B6.00/20	P32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1½	7	3	PG	No	Zen	G	Own	Own	2
3	Ford AA	525	157	....	7800	2811	B6.00/20	P 32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1½	7	3	PG	No	Zen	G	Own	Own	3
4	Garford 40	2900	168	....	.....	4700	P 34x5	DP34x5	Bud DS6	6-3⅛x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	4
5	Garford S 11	1900	162	....	.....	4300	P 30x5	DP30x5	Bud HS 6	6-3⅛x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	5
6	(X)Gen.M.T-15orT-17	680	130	141	6500	2670	B5.50/20	P 32x6	Pontiac	6-3⅛x3⅞	200.3	26.3	58-3000	L	C	B	2 r	5½	3	PC	No	Mar	M	D-R	D-R	6
7	(X)Gen. . Mot. T-19	745	130	152	8500	2850	B 5.50/20	P 32x6	Pontiac	6-3⅛x3⅞	200.3	26.3	58-3000	L	C	B	2 r	5½	3	PC	No	Mar	M	D-R	D-R	7
8	(X)Gen. . .Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3¼x4½	257.5	28.3	76-2500	H	C	C	2⅜	8¼	4	PC	Ha	Mar	M	D-R	D-R	8
9	Gotfredson RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3½x4½	199.0	22.5	55.5-2800	L	G	C	3	7¼	5	FP	No	Zen	M	D-R	D-R	9
10	Gotfreson RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3⅜x4	214.0	27.3	61.5-1000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	10
11	Gramm. . BX4, 1½-2	895	131	180	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2½	5⅞	3	PC	No	Til	M	A-L	A-L	11
12	Gramm. . BX-6, 1½-2	995	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	74-3300	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	12
13	Gramm-Bernstein J	....	146	....	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3⅜x4	214.0	27.3	62-3000	L	G	C	2⅜	8¾	7	FP	No	Zen	M	D-R	D-R	13
14	Hahn & Selden 17	....	142	....	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2⅜	8¼	7	FP	No	Zen	V	A-L	A-L	14
15	Hahn. 317H	....	142	....	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	A-L	A-L	15
16	Indiana 111	....	129	165	9000	3600	P 32x6	Her	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¼	3	CC	No	Str	G	A-L	A-L	16
17	Indiana 89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3¼x4¼	248.2	27.3	65-2700	L	C	C	2⅜	10⅛	7	CC	No	Str	V	A-L	A-L	17
18	International AW-2	....	136	136	.....	2980	B 5.50/20	B 6.00/20	Wau XA	4-3⅛x4½	173	19.6	30-2700	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	18
19	International A-2	....	136	160	.....	2800	B5.50/20	B6.00/20	Wau XAH	4-3⅜x4½	186	21	39-2400	L	G	C	2	6⅞	3	No	....	Zen	V	D-R	D-R	19
20	International B-2	....	136	160	.....	2830	B5.50/20	B6.00/20	Wau XAH	4-3⅜x4½	186	21	39-2400	L	G	C	2	6⅞	3	No	....	Zen	V	D-R	D-R	20
21	International SL-34	....	160	160	.....	3595	P 30x5	P 30x5	Lyc CT	4-3¾x5	221.0	22.5	43-2350	L	G	C	2⅜	9⅛	5	PC	No	Zen	V	D-R	D-R	21
22	International SF-34	....	140	160	.....	3520	P 30x5	P 32x6	Lyc CT	4-3¾x5	221.0	22.5	43-2350	L	G	C	2⅜	9⅛	5	PC	No	Zen	V	D-R	D-R	22
23	International SL-36	....	160	160	.....	3645	P 30x5	P 30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2800	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	D-R	D-R	23
24	International SF-36	....	140	160	.....	3570	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2800	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	D-R	D-R	24
25	International AL-3	....	138	164	.....	4300	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224.0	25.3	61-2800	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	D-R	D-R	25
26	Kenworth 85	1550	140	152	.....	3700	P 30x5	DP30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	8⅛	7	PC	No	Zen	M	D-R	D-R	26
27	Kleiber 51	1200	140	....	.....	....	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	58-2600	L	C	S	2⅛	....	7	CC	No	Str	V	D-R	D-R	27
28	LaFrance-RepublicC-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	A-L	A-L	28
29	Lange R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¼x4½	298.0	33.7	67-2400	L	G	C	2⅜	13½	7	PC	No	Zen	M	A-L	A-L	29
30	Larrabee 25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	G	D-R	D-R	30
31	LeMoon HB17	2000	163	190	10000	3900	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	65-2800	L	C	C	2⅜	....	7	PC	No	Str	G	D-R	D-R	31
32	Maccar 36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3¾x4½	241.6	27.3	67-2400	L	G	C	2⅜	7¼	4	PC	Bu	Str	V	D-R	D-R	32
33	Maccar 36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¾x4½	298.0	33.7	53-2800	L	G	A	2⅜	9½	7	FP	No	Str	M	D-R	D-R	33
34	Mack BG	3000	138	192	.....	....	P 32x6	DP32x6	Own BG	6-3⅜x5	309.6	31.5	75-2600	L	G	A	2⅜	10⅛	7	FP	Ha	Str	V	N-E	N-E	34
35	Netco A	....	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4⅜	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	V	A-L	A-L	35
36	Relay 40	2990	168	....	.....	5300	P 34x5	DP34x5	Bud DS 6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	36
37	Relay S 11	1900	162	....	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	37
38	Reo FA-137	1295	137	....	.....	3525	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 r	12	7	PC	No	Sch	V	D-R	D-R	38
39	Reo FE	1395	152	....	.....	3700	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 r	12	7	PC	No	Sch	V	D-R	D-R	39
40	Reo FF	1395	156	....	.....	3750	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 r	12	7	PC	No	Sch	V	D-R	D-R	40
41	Rugby 6-15	865	135	....	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6⅛	4	PC	No	Str	M	A-L	A-L	41
42	Schacht 10	....	156	170	.....	4400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	42
43	Selden 317	....	142	....	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	43
44	Service 40	2990	168	....	.....	4700	P 34x5	DP34x5	Bud DS 6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	44
45	Service S11	1900	162	....	.....	4300	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	45
46	Sterling DB7-64	....	137	150	7000	3355	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	57-2500	L	C	A	2⅜	9⅛	7	FP	....	Zen	V	....	D-R	46
47	Stewart 40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	47
48	Stewart 40X	995	130	160	.....	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2⅛	7¼	3	PC	No	Zen	V	D-R	D-R	48
49	Stewart 34X	1195	130	160	.....	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅜	9⅛	4	FP	....	Zen	V	....	D-R	49
50	Studebaker S-20	695	130	160	.....	2985	B 6.00/20	P 32x6	Own	6-3¼x4¼	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	Str	M	D-R	D-R	50
51	White 61	2450	148	196	.....	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅜	9⅛	7	FP	Ha	Zen	V	D-R	D-R	51
52	Wichita 6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅜	12⅛	7	CC	Wa	Str	M	D-R	D-R	52
53	Willys Six C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅜	193.0	25.3	65-3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	53
54	Willys Six C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅜	193.0	25.3	65-3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	54
55	Witt-Will S15B	2100	147	....	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2¼	8⅜	3	PC	No	Zen	V	D-R	D-R	55
56	Witt-Will C15B	2200	158	....	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅝x4⅝	248.2	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	56
57	World DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	57
	1¾ Ton																									
58	Condor CB	....	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2¾	8⅛	4	PC	No	Zen	V	A-L	A-L	58
59	Federal F7	1525	132	152	9000	3765	P 30x5	DP30x5	Con 16C	6-3⅝x4⅝	248.0	27.3	64-2500	L	C	C	2¾	10⅛	7	PC	KP	Zen	M	D-R	D-R	59
60	Gramm B	....	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2¾	8⅛	4	PC	No	Zen	V	A-L	A-L	60
	2 Ton																									
61	Acme 4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	61
62	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	62
63	Atterbury G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	A-L	A-L	63
64	Atterbury 45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85-3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	64
65	Autocar A	3200	150	192	12000	5060	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	65
66	Autocar D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	66
67	Available T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-2600	L	C	C	2⅜	10⅛	7	PC	Ha	Sch	M	D-R	D-R	67
68	Brockway 120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	No	Zen	M	A-L	A-L	68
69	Brockway 140	....	156	170	14000	5500	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	69
70	Chicago 1-20-A	....	146	206	....	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2500	L	G	A	2⅜	10⅛	7	FP	No	Str	M	A-L	A-L	70
71	Clinton 45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KPU	4-4x5½	263.9	25.6	43-2000	L	G	C	2½ r	9⅛	3	PC	No	Str	V	Spl	D-R	71
72	Coleman C29	....	109	144	12300	6100	P 34x7	P 34x7	Bud DW 6	6-3¾x5	298.0	27.3	86-3000	L	G	C	3	9⅞	7	FP	No	Str	V	D-R	D-R	72
73	Commerce 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	73
74	Commerce S11	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	74
75	Concord GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	75
76	Condor CCV4	....	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4⅛x4¼	227.0	27.2	55-2600	L	G	C	2⅜	5⅞	3	PC	No	Til	M	A-L	A-L	76
77	Condor CCV6	....	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅝x4⅜	248.2	27.2	70-3000	L	C	C	2⅜	10	7	PC	No	Til	M	A-L	A-L	77
78	Condor CC	....	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4¼	278.	25.3	82-2600	L	G	A	2⅜	9½	4	PC	No	Zen	M	A-L	A-L	78
79	Corbitt 9B6	....	152	183	10500	4200	P 32x6	DP32x6	Con 16C	6-3¾x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	V	D-R	D-R	79
80	Corbitt 10B6	....	169	169	10500	....	B 6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅞	4	FP	....	Zen	M	D-R	D-R	80
81	Corbitt 2-2½ T. 12W6	....	165	220	13000	4910	P 32x6	DP32x6	Con 16R	6-4x4¼	311.0	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	81
82	Corbitt 2-2½ T. 12B6	....	163	220	13000	4870	P 32x6	DP32x6	Con 16R	6-4x4¼	311.0	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	82
83	Day-Elder I10	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	83
84	Diamond T. 291-i-1, 2T	1475	156	168	11000	4400	B6.50/20	B6.50/20	Her WXA2	6-3½x4¼	268.0	29.4	58-2400	L	G	C	2⅜	13¼	7	PC	No	Zen	M	A-L	A-L	84
85	Diamond T. 303-2-2½ T	1745	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4¼	298.0	33.7	66-2400	L	G	C	2⅜	13¼	7	PC	Ha	Zen	M	A-L	A-L	85
86	Dodge Bros. F-40	1195	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅜	11⅛	7	FP	Ha	Ste	M	D-R	D-R	86
87	Dodge Bros. F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅜	11⅛	7	FP	Ha	Ste	M	D-R	D-R	87
88	Douglas CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	V	R-Bo	1	88
89	Douglas C4	3195	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	E	L-N	L-N	89
90	Douglas C6	3320	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	90
91	Duplex S	3600	160	....	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2½ r	9	4	FP	No	Str	V	A-L	A-L	91
92	Fageol 130	2050	156	172	.....	4500	P 30x5	DP30x5	Wau V	4-4x5	251	25.6	45-2100	L	G	A	2⅜ r	7⅛	3	PC	Wa	Zen	V	D-R	D-R	92
93	Fageol 135	2250	162	178	.....	4800	P 30x5	DP30x5	Wau TL	6-3½x4⅜	225	27.3	68-2500	L	G	A	2⅜ r	7⅞	4	FP	No	Zen	M	D-R	D-R	93
94	Federal A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	64-2500	L	C	C	2¾	10⅛	7	PC	KP	Zen	V	D-R	D-R	94
95	Fisher-Standard 20A	....	156	186	10500	4300	P 32x6	P 34x7	Con 16C	6-3⅝x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	95
96	Fisher-Standard 23A	....	156	170	10500	4400	P 32x6	P 34x7	Con S4	4-4½x4½	255.3	28.9	50-2000	L	C	C	2¾	8¾	3	FP	No	Zen	V	A-L	A-L	96
97	Fisher-Stand. Mer EX	....	146	170	11000	4300	P 32x6	P 34x7	Con 16C	6-3⅝x4⅜	248.2	27.3	65-2700	L	C	C	2¾	10⅛	7	FP	No	Zen	V	A-L	A-L	97
98	Fisher-Standard 10AX	....	136	165	3220	....	P 30x5	P 30x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2½	9⅛	7	FP	No	Zen	V	A-L	A-L	98
99	F.W.D. BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	99
100	F.W.D. H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	100
101	Garford 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	101
102	Garford S11	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	102
103	(X)Gen. M. T19	845	130	152	8500	2925	P 30x5	DP30x5	Pontiac	6-3⅛x3⅞	200.3	26.3	58-3000	L	C	B	2 r	5½	3	PC	No	Mar	M	D-R	D-R	103
104	(X)Gen. M. T25	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3⅛x4¼	257.5	28.3	76-2500	H	C	C	2⅜	8¼	4	PC	Ha	Mar	M	D-R	D-R	104
105	(X)Gen. Mot. T-26	1360	130	164	11000	3475	B 6.50/20	B 8.25/20	Own 257	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅜	8¼	4	PC	Ha	Mar	M	D-R	D-R	105
106	(X)Gen. M. T30	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3⅛x4½	257.5	28.3	76-2500	H	G	C	2⅜	8¼	4	PC	Ha	Mar	M	D-R	D-R	106
107	Gotfreson RB46	....	....	....	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3⅝x4½	298.0	33.7	86-3000	L	G	C	3	9⅛	7	FP	Ha	Zen	M	D-R	D-R	107
108	Gramm CX4, 2-3	1095	131	180	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4½x4½	227.0	27.2	55-2600	L	G	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	108
109	Gramm CX6, 2-3	1295	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅜	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	109
110	Gramm C, 2-3	....	160	196	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4¼	278.	31.5	82-2600	L	G	A	2¾	9¼	4	PC	No	Zen	M	A-L	A-L	110
111	Gramm-Bernstein 115S	....	149	196	9500	3750	P 30x5	P 30x5	Con 16C	6-3⅜x4⅜	248.3	27.3	66-2900	L	C	C	2⅜	10⅛	7	PC	No	Zen	G	A-L	A-L	111
112	Gramm-Bernstein 115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4-4x5	251.3	25.6	34-2000	L	C	C	2⅛	9¼	5	PC	No	Zen	G	A-L	A-L	112
113	Gramm-Bernstein B6	....	144	184	11000	4590	P 32x6	DP32x6	Con 16C	6-3¾x4¼	248.2	27.3	66-2900	L	C	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	113
114	G-P 45-6, 2-3 Ton	2320	157	161	9500	3800	B7.50/20	DB7.50/20	Lyc ASD	6-3⅜x4½	298.0	33.8	85-2900	L	G	C	2⅜	9⅛	4	PC	....	Str	M	A-L	A-L	114
115	G-P 45-8, 2-3 Ton	2320	142	161	9500	3800	B7.50/20	DB7.50/20	.....	8-3x4¼	268.0	28.8	90-3300	L	G	A	2⅜	8⅛	5	PC	....	Str

Line Number	Radiator Make	Clutch	Gearset				Universals Make and No.	Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds		Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																							1½ Ton —Cont'd			
1	Per	D.Det	Cot A	A	4	....	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5½x2¼x½	C	112	81	36	42¾x2½	52¼x2½	½	1
2	Own	P.Lon	Own	U	4	No	Own 2	Own	S¼	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38½	30¾x2¼	36x2¼	N	2
3	Own	P.Lon	Own	U	4	No	Own 2	Own	S¼	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	3
4	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2½	50x3		4
5	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	5
6	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	6
7	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	7
8	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	8
9	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	..	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	9
10	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	..	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	½	10
11	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	11
12	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	12
13	You	D.B-L	B-L 21[illegible]	U	4	No	Spi	Tim 52200 H	....	H	5.83	37.4	Tim 12703- H	L4IH	308	TX	Ros	6x2½x¼	C	118½	73¾	34	42x2¼	50x2½	N	13
14	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5½x2¾x½	C	110	....	34	41x2¼	50x2½	N	14
15	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	C	110	66	34	41x2¼	30x2½	..	15
16	McC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	....	Ros	5½x3¼x½	C	99	54	34	40x2¼	54x2½	N	16
17	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5½x2½x¼	C	114	68	34	37x2¼	52x2½	N	17
18	Lon	Roe	M.M.	U	3	No	M.M.4	Own 700	S½	H	5.29	72.4	Own 100	BE4IM	292	2I	Ros	5½x2¾x½	T	93½	53½	32	40x2	46x2½	¼	18
19	Mod	P.M.M.	War T-9	U	3	No	M.M.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5½x2¾x½	T	93½	53½	32½	40x2	46x2½	¼	19
20	Mod	P.M.M.	M.M. "O"	U	3	No	M.M.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5½x2½x½	T	93½	53½	32½	40x2	46x2½	N	20
21	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6¼x3¾x¼	T	127¾	81	34	32x2¼	52x3	¼	21
22	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6¼x3¾x¼	T	104	61½	34	32x2¼	52x3	¼	22
23	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6¼x2¾x¼	T	127¾	81	34	42x2¼	52x3	¼	23
24	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6¼x2¾x¼	T	104	61½	34	42x2¼	52x3	¼	24
25	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98½	55½	32	40x2¼	52x2½	¼	25
26	Per	P.B-L	B-L	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	230	TX	Ros	5½x3¼x½	C	96	58	34½	40x2¼	52x3	..	26
27	Fed	D.B-L	B-L 20	U	4	No	Spi 5	Tim 51000H	BF	..	4.8	5.9	Tim 11710H	L4IH	308	TX	Ros	5½x2¼x¼	C	101	Opt	34	38x2¼	52x2½	¼	27
28	G&O	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	....	TX	Han	6x2x¼	C	109	60¼	32	38x2	57½x2½	N	28
29	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x½	P	84	56	33	38x2¼	50x2½	N	29
30	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.83	37.4	Tim 11703H	L4IH	452	TD	Ros	6x3x¼	P	Opt	Opt	34	38x2¼	54x2½	..	30
31	Chi	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	..	6.8	43.6	Tim 14703H	L4IH	380	TX	Ros	6½x3¾x¼	C	128	81	34	37½x2¼	50x2½	N	31
32	Per	D B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	....	TX	Ros	6¼x3x¼	C	117¾	74½	32	42x2½	54x2½	½	32
33	Per	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703 H	L4IH	....	TX	Ros	6¼x3x¼	C	117¾	74½	32	42x2½	54x2½	½	33
34	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x¼	T	96	54½	33¼	42x2½	54x3	..	34
35	Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	T	108	72	34	40x2½	50x3	N	35
36	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3¼x¼	P	144	90	34	40x2¼	50x3		36
37	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	37
38	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3¾x½	C	97½	52½	40½	38x2¼	50x2½	..	38
39	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x½	C	111½	67½	40½	38x2¼	50x2½	N	39
40	Own	D B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x½	C	123½	71½	40½	38x2¼	54x2½	N	40
41	McC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x½	C	91¼	37½	34	36½x2	50x2½	..	41
42	You	P.B&B	Ful WO	U	4	No	Spi	Tim 52200A	BF	H	5.83	31.2	Tim 11703H	L4IH	452	TX	Ros	6x3x¼	C	Opt	Opt	31½	40x2½	50x3	N	42
43	Own	D.B-L	B-L 35	U	4	No	Blo	Tim	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	43
44	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		44
45	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	45
46	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 52000 H	BS	H	5.82	29.1	Tim 11703 H	L4IH	219	TX	Ros	5½x2½x¼	C	104	60	34	38x2¼	56x2½	N	46
47	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x½	C	77¼	40½	32	38½x2¼	50x2½	..	47
48	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x½	C	77¼	40½	32	38½x2¼	50x2½	..	48
49	Own	P.B&B	War	U	4	No	Spi 3	Cla	F	H	5.6	22.0	....	B4IM	....	TX	Ros	7½x2¼x½	C	194¼	45½	32	38½x2¼	50x2½	N	49
50	McC	Lon	WGASI-T9	U	4	....	Spi	Tim 53600	S¼	H	5.66	35.8	Tim30010-A1	B4IM	224	....	Ros	6x2¾x¼	C	85½	50½	34	36x1¾	45x2½	..	50
51	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	CX	Han	6¾x3½x¼	C	115½	68½	34½	41x2	54x3	..	51
52	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA[10]	O2IM	320	RI	Ros	5½x2¼x¼	C	130¾	78¾	30	40x2¼	50x3	½	52
53	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	232	4I	Own	6x2¾x½	C	86¾	51½	37	36x1¾	45x2½	N	53
54	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	232	4I	Own	7½x2¾x½	C	121½	77½	37	36x1¾	45x2½	N	54
55	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	6.8	36.3	Tim 14703	L4IH	....	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3		55
56	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	5.83	31.2	Tim 14703H	L4IH	....	TX	Ros	6x2½x¼	C	.....	79½	32	41x2½	54x3		56
57	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2½x½	T	126	70	34	38x2½	54x2½	½	57
																							1¾ Ton			
58	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60¾	34	40x2½	50x2½	½	58
59	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	37.1	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x¼	C	95	51	34	38x2¼	50x2½	½	59
60	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60¾	34	40x2½	50x2½	½	60
																							2 Ton			
61	Per	.B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	61
62	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	62
63	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	BF	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x3¾x¼	C	142	81½	34	38x2½	50x7½	..	63
64	Per	P.B&B	Cov W4C	U	4	....	Spi 400	Tim 52200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	C	149	92	34	39x2½	56x3		64
65	Per	P.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703	LO4ID	460	2IM	Ros	6½x3x½	C	114¾	63¾	34	40x2½	54x3	N	65
66	Per	P.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703	LO4ID	460	2IM	Ros	6½x3x½	C	114¾	63¾	34	40x2½	54x3	½	66
67	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	....	TX	Ros	6x2¼x½	C	Opt	Opt	31¾	38x2¼	50x3	½	67
68	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	68
69	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	69
70	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56200H	BF	R	6.2	39.7	Tim 31000H	L4IH	338	TX	Ros	7x4x¼	T	....	....	33½	41½x2½	54x3	..	70
71	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x½	P	Opt	Opt	33¼	40¼x2½	51½x3	N	71
72	R-T	D.Ful	Spi GU 14	U	8	A 4	Spi 4	Wis	2F	H	8.05	154	Wis	LZ4IH	138	CD	Ros	10x2¼x¼	P	108	78	30	48x2	48x3	C	72
73	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		73
74	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	74
75	Own	D.B-L	B-L 35	U	4	....	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	....	TD	Ros	6x3¼	C	Opt	85	32¼	36x2½	46x2½	½	75
76	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	26x2¼	45x2½	½	76
77	Per	D.Jon	1W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	77
78	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	78
79	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 14703H	L4IH	276	TX	Ros	7x2¾x¼	T	Opt	Opt	34	38x2¼	54x3	½	79
80	Per	P.B&B	Own	U	4	....	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	7x3¾x¼	T	96	53	34	38x2¼	50x2½	N	80
81	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	81
82	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	82
83	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 12703H	L4IH	306	TX	Ros	7x3¾x¼	C	135½	79	33½	40x2¼	54x3	½	83
84	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F304	L4IH	279	TX	Ros	6½x3¾x¼	C	122	76¼	34	40x2½	50x2½	½	84
85	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3¾x¼	C	117	73¾	34	45¼x2½	53x2½	½	85
86	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9½x2½x¼	C	124½	69¾	33½	42x3	56x3½	..	86
87	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9½x2½x½	C	144½	84¾	33½	42x3	56x3½	..	87
88	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2¼	T	61	45	31	35x2½	48½x2½	½	88
89	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2¼	T	144	88	31	46x2½	52x2½	½	89
90	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2¼	T	144	88	31	46x2½	52x2½	½	90
91	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3¼x¼	C	....	....	34	39x2½	50x2½	N	91
92	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	....	TX	Tos	5x3x¼	C	128¾	83½	....	37x2½	56x3	N	92
93	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	....	TX	Ros	5x3x¼	C	144	83½	....	37x2½	56x3	N	93
94	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	94
95	Lon	P.B-L	B-L314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	95
96	Lon	P.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.5	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	96
97	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	BF	H	6.38	38.5	Cla F304	L4IH	450	TX	Ros	6x3¼x¼	C	119	71	34	40x2¼	52x3	½	97
98	Lon	P.Lon	Cov F4B	U	4	No	Spi	Tim 52300H	SF	H	....	....	Tim 31000H	....	....	....	....	6½x2¾x½	C	108	71½	32	40x2	54x2	N	98
99	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	84.7	Own H	O4XM	252	2I	Ros	5½x2½x½	C	120½	86½	36	42¾x2½	52¾x2½	½	99
100	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¼x½	C	115½	81½	36	42¾x2½	52¾x2½	½	100
101	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		101
102	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	102
103	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	103
104	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	104
105	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.4	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	105
106	Lon	D.Own	Mun	U	4	No	Spi	Eaton 1617	S½	H	5.63	28.6	Eaton 433-F	B4IM	453	TX	Jac	6½x3x½	P	107	59	34½	38x2½	50x3	½	106
107	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	C	....	....	32½	40x2½	54x2½	½	107
108	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	108
109	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	109
110	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	110
111	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	111
112	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	112
113	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	N	113
114	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	½	114
115	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	..	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Hahn-Selden 37	....	151	....	10000	4800	P 32x6	DP32x6	Con 16C	6-3½x4½	248.2	27.3	65-2760	L	G	C	2¾	10½	7	FP	No	Zen	V	A-L	A-L	1
2	Hug.....22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3¼x4½	241.6	27.3	57-2200	L	G	C	2⅝	8½	4	PC	Bu	Zen	V	A-L	D-R	2
3	Hug.....23	....	160	185	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3½x4½	298.	33.7	86-3000	L	G	C	3	9½	7	PC	No	Zen	M	A-L	D-R	3
4	Hug.....60	....	118	....	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5½	226.4	22.5	37-1850	L	G	C	2½	7½	3	PC	No	Str	M	A-L	A-L	4
5	Indiana.....120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	No	Str	M	A-L	A-L	5
6	Indiana.....140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	6
7	Indiana.....111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9⅛	3	CC	No	Str	G	Eis	Non	7
8	International...SD-44	....	117	117	.....	3700	P 30x5	P 32x6	Lyc CT	4-3¾x5	221.5	22.5	43-2350	L	G	C	2½	9⅛	5	PC	No	Zen	V	A-Bo	Non	8
9	International...SD-46	....	117	117	.....	3750	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅝	8⅛	4	PC	No	Zen	V	A-B0	Non	9
10	International....A-4	....	145	185	.....	5070	P 32x6	DP32x6	Own FBB	6-3½x4½	279	31.5	67-2600	H	C	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	10
11	International...SF-46	....	140	164	.....	3955	P 32x6	P 34x7	Lyc 4SL	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅝	8⅛	4	PC	No	Zen	M	D-R	D-R	11
12	Kenworth.....100	1995	164	182	.....	4200	P 30x5	Bud H260	Bud H260	6-3½x4½	259.	29.4	75-3000	L	C	C	3	9½	7	PC	No	Zen	M	D-R	D-R	12
13	Kleiber.....52	1500	152	158	.....	3000	P 32x6	P 32x6	Con	6-3¾x4	214.7	27.3	61-3000	L	C	C	2¾	9⅛	7	PC	No	Str	G	D-R	D-R	13
14	LaFra.-Republic..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅝	8⅛	4	PC	No	Zen	V	A-L	A-L	14
15	Lange.....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	15
16	Larrabee.....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3¾x4⅝	248.2	27.3	65-2700	L	C	C	2⅝	10⅛	7	FP	No	Zen	G	D-R	D-R	16
17	LeMoon.....HB21	2400	163	190	12000	4600	P 32x6	DP32x6	Wau 6MS	6-3¾x4⅜	315	33.7	72-2500	L	G	C	2⅝		4	PC	No	Str	G	A-L	A-L	17
18	Maccar.....40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅛	7	FP	No	Str	M	D-R	D-R	18
19	Moreland.....RR-7	2025	148	.....	9300	4000	P 32x6	P 32x6	Con 16C	6-3¾x4⅝	248.3	27.3	70-1900	L	C	C	2¾	10⅛	7	PC	No	Zen	M	A-L	A-L	19
20	Netco.....B		155	183	.....	5000	B 7.00/20	Wau 6TL	Wau 6TL	6-3¾x4⅜	255.0	27.3	68-2600	L	G	A	2¾	7⅝	4	FP	Ha	Zen	V	A-L	A-L	20
21	Noble.....146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3¾x4½	241.6	27.3	57-2500	L	G	C	2⅜	8⅛	4	FP	Bu	Str	V	A-L	A-L	21
22	Omort.....200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	22
23	Pierce-Arrow.....PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70-2600	L	G	C	2⅝	13½	7	FP	Han	Zen	M	D-R	D-R	23
24	Relay.....40	3240	168	185	.....	5500	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	24
25	Relay.....811	2030	162	.....	.....	4700	P 32x6	DP32x6	Bud HS6	6-3¾x4½	241.6	27.3	53-2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	25
26	Relay.....50	3860	161	.....	13600	6800	P 36x6	DP36x6	Bud DW6	6-3⅜x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	26
27	Reo.....FC	1645	152	.....	13600	4025	P 32x6	DP32x6	Own	6-3⅝x5	268.3	27.3	70-2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	27
28	Reo.....FD	1745	168	.....	13600	4075	P 32x6	DP32x6	Own	6-3⅝x5	268.3	27.3	70-2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	28
29	Reo.....FH	1545	142	.....	13600	4165	P 32x6	DP32x6	Own	6-3⅝x5	268.3	27.3	70-2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	29
30	Schacht De Luxe...20	....	160	174	.....	5300	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4⅝	248.3	27.3	65-2600	L	C	C	2⅝	10⅛	7	FP	No	Zen	M	D-R	D-R	30
31	Service 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	31
32	Service.....811	2030	162	.....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3¾x4½	241.6	27.3	53-2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	32
33	Sterling.....DB9-64	....	139	168	9000	3625	P 34x7	P 34x7	Con 16C	6-3¾x4⅝	248.2	27.3	63-2500	L	C	C	2⅝	10⅛	7	FP	....	Zen	V	....	D-R	33
34	Stewart.....28X	1495	136	176	.....	4058	B6.50/20	B6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2½	9⅛	4	FP	No	Str	V	D-R	D-R	34
35	Stewart.....29XS	1695	145	176	.....	4960	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278	31.5	85-3100	L	G	C	2½	9⅛	4	FP	No	Str	G	D-R	D-R	35
36	Studebaker.....S-50	895	148	160	.....	3810	B 6.50 20	DB6.50/20	Own	6-3¼x4½	205	25.4	70-3200	L	C	G	2½	9	4	CC	Ha	Str	M	D-R	D-R	36
37	White.....56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45-1500	L	G	S	2¼	11¾	3	FP	Own	Zen	V	L-N	L-N	37
38	White.....611	2550	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¼x4½	299.0	33.7	61-2100	L	C	S	2½	10⅛	3	FP	Ha	Zen	V	D-R	D-R	38
39	White 160-161 1 to 2T	....	138	157	.....	.....	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	39
40	White..162 1 to 2T	....	138	157	10000	4260	P 30x5	DP30x5	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	40
41	Witt-Will.....C2B	2450	158	....	12500	5400	P 32x6	DP32x6	Con 16C	6-3¾x4½	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	41
42	Witt-Will.....C2W	2550	158	....	12500	5400	P 32x6	DP32x6	Con 16C	6-3¾x4⅜	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	42
43	Witt-Will.....R2B	....	158	....	12500	5820	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	43
44	Witt-Will.....R2	....	158	....	13200	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	44
45	World.....DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅝	7⅛	4	PC	No	Zen	V	A-L	A-L	45
46	World.....DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅝	8⅝	5	CC	Ha	Zen	M	A-L	A-L	46
	2½ Ton																									
47	Amer. LaF..Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	47
48	Atterbury.....50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	48
49	Autocar.....D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	49
50	Available.....T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298.0	33.8	67-2300	L	G	C	2½	12½	7	FP	Wa	Sch	V	D-R	D-R	50
51	Available.....T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298	33.8	67-2300	L	G	C	2½	12½	7	FP	Wa	Sch	V	D-R	D-R	51
52	Available.....T-30	....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67-2300	L	G	C	2½	12½	7	FP	Wa	Sch	V	D-R	D-R	52
53	Available.....T-37	....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4½x4¾	380.9	40.8	67-2500	L	G	C	2½	12½	7	FP	Wa	Sch	V	D-R	D-R	53
54	Brockway.....140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	54
55	Brockw y141-4,2½-3T	....	170	200	17000	6200	P 32x6	DP32x6	Her	4-4½x5¾	326.3	28.9	54-1600	L	G	C	3	10	3	CC	Pe	Zen	V	Eis	A-L	55
56	Brockw'y141-6,2½-3T	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	K P	Zen	M	A-L	A-L	56
57	Chicago.....1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	57
58	Coleman.....C30	....	120	144	.....	7700	P 38x7	P 38x7	Bud DW6	6-3¾x5	331.0	27.3	73-2400	L	G	C	3	9½	7	FP	Bu	Zen	V	D-R	D-R	58
59	Commerce.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	59
60	Commerce.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	60
61	Condor.....C3D	....	....	....	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9	4	PC	No	Zen	M	A-L	A-L	61
62	Corbitt. 2½-3 T. 15B6	....	174	220	15500	5870	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	62
63	Corbitt. 2½-3 T. 15W6	....	183	224	15500	6160	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	63
64	Day Elder.....130	2895	150	204	13000	6400	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	75-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	64
65	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	65
66	Douglas.....CD4	3815	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4½x5½	312.0	28.9	49-1900	L	G	C	2⅜	10⅛	3	PC	Bu	Zen	E	L-N	L-N	66
67	Douglas.....CD6	3940	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	67
68	Fageol.....250	2950	178	196	....	5250	P 32x6	DP32x6	Wau MK	6-4½x4¾	381	40.8	87-2500	L	G	A	2½	12½	7	FP	No	Zen	V	D-R	D-R	68
69	Federal.....A6T	2185	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	64-2500	L	C	C	2⅜	10⅛	7	KP	Zen	V	D-R	D-R	69
70	Federal.....A6TW	2360	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	64-2500	L	C	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	70
71	Fisher-Stand. Mer. Ex.	....	146	170	12000	4300	P 32x6	P 34x7	Con 84	4-4½x4½	255.3	28.9	50-2220	L	G	C	2¼	8⅜	3	FP	No	Zen	V	A-L	A-L	71
72	Fisher-Stand. Mer. Ex.	....	146	170	12000	4200	P 32x6	P 34x7	Con 16C	6-3⅝x4½	248.2	27.3	65-2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	72
73	Fisher-Stand. H. D. 6	....	155	206	16000	6000	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	73
74	F.W.D.....HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	74
75	Garford.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	75
76	Garford.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	76
77	(X) Gen. Mot.....T-26	1415	130	164	11000	3470	B 6.50/20	DB6.50/20	Own 257	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	77
78	(X) Gen.Mot.....T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	78
79	(X) Gen. Mot. T-31	1785	141	114	16250	4500	B7.00/20	B9.00/20	Own 257	6-3⅛x4⅜	257.	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	79
80	(X) Gen Mot.....T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3⅛x4⅜	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	80
81	Gotfredson.....RB56	....	....	....	13800	5200	B8.25/20	DB8.25/20	Bud K358	6-4x4¾	358.0	38.4	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	81
82	Gramm.....D,2½-4	....	160	196	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9½	4	PC	No	Zen	M	A-L	A-L	82
83	Gramm-Bernstein...K	....	160	....	14000	5100	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9½	7	FP	....	Zen	M	D-R	D-R	83
84	Gramm-Bernstein ..D	....	152	212	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311.0	38.4	73-2400	C	C	C	2¾	13⅛	7	FP	No	Zen	V	A-L	A-L	84
85	Hahn & Selden.....39	....	164	....	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	85
86	Hendrickson.....St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	86
87	Hug.....85-2½-3T	....	114	114	15800	7600	P 36x6	DP36x6	Bud KBU-I	4-4x5½	263.9	29.6	43-2000	L	G	C	2½	9½	4	PC	Bu	Zen	V	Eis	D-R	87
88	Hug.....85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Own 257	6-3⅛x4⅜	257.	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	88
89	Indiana.....140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4¼	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	89
90	Indiana.....115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9¾	3	CC	No	Str	G	Eis	A-L	90
91	Indiana.....615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜x5	268.	27.3	65-2500	H	C	C	2½	7⅜	3	CC	KP	Str	G	Eis	A-L	91
92	Indiana. 141-4,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10	3	CC	Pe	Str	V	Eis	A-L	92
93	Indiana. 141-6,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	K P	Str	M	A-L	A-L	93
94	International...HS-54	....	148	200	.....	7500	S 36x5°	S 36x8°	HaS 151	4-4¼x5½	312.0	28.9	54-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo	....	94
95	International.....W-1	....	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	95
96	International..HS-54C	....	148	200	.....	8165	S 36x5°	S 36x10°	HaS 151	4-4¼x5½	312.0	28.9	54-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo	....	96
97	Kenworth.....125	2650	157	183	.....	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	M	D-R	D-R	97
98	Kleiber.....64	2970	180	180	.....	5600	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	74-2400	L	C	C	2½	10	4	PC	No	Str	V	D-R	D-R	98
99	Kleiber.....56	2550	180	180	.....	.....	P 32x6	DP32x6	Bud	6-3¾x4½	298.2	33.8	86-3000	L	C	C	3	....	7	PC	....	Str	V	D-R	D-R	99
100	Kleiber.....54	2275	170	....	.....	.....	P 30x5	DP30x5	Bud	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	....	7	....	....	Str	V	D-R	D-R	100
101	LaFra.-Republic...F3	....	174	198	13000	5500	P 34x7	DP34x7	Lyc A-S-D	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	V	A-L	A-L	101
102	Lange.....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	102
103	Larrabee.....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4¼	311.1	38.4	70-2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	103
104	LeMoon.....HB26	3250	160	190	15000	5600	P 34x7	DP34x7	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	....	4	PC	No	Str	G	A-L	A-L	104
105	LeMoon.....HB27	3600	169	199	15000	6000	P 34x7	DP34x7	Wau 6KU	6-4¼x4¾	404	43.3	80-2000	L	G	C	2⅝	....	4	PC	Wa	Str	G	A-L	A-L	105
106	Netco.....C	....	148	200	14500	6000	B 8.25/20	B 8.25/20	.....	6-4½x4¾	462.0	45.9	100-2400	L	G	A	3	13⅜	7	FP	Wa	Zen	M	A-L	A-L	106
107	Omort.....250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	107
108	Omort.....25	....	130	130	14000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2½	13¼	7	PC	No	Zen	M	A-L	A-L	108
109	Oskosh.....L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339	38.4	70-2000	L	G	C	2½	13¼	7	PC	Ha	Str	M	RBo	L-N	109
110	Relay.....40	3275	168	185	.....	5700	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	110
111	Relay.....50	4000	161	....	.....	7000	P 36x6	DP38x7	Bud DW6	6-3⅜x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	111
112	Relay.....60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	112
113	Schacht De Luxe..20A	....	136	174	.....	5500	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4⅝	248.3	27.3	65-2600	L	C	C	2⅝	10⅛	7	PC	No	Zen	V	A-L	D-R	113
114	Service.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	114
115	Service.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	115
116	Sterling.....DB11-64	....	150	164	11000	4295	P 34x7	P 34x7	Wau 6XL	6-3½x4½	260	29.4	58-2400	L	G	A	2½	12½	7	FP	Wa	Zen	V	....	L-N	116
117	Stewart.....18X	2690	165	220	.....	5901	P 32x6	DP32x6	Lyc TF	6-3½x5	310.0	31.5	85-2750

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							2 Ton—Cont'd			
1	Chl	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	...	...	Tim 12703 H	L4IH	...	TX	Ros	5¾x2¾x¼	C	120	....	34	41x2¼	50x2½	N	1
2	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla 510	S½	H	5.66	36.8	Cla 304	L4IH	288	CD	Ros	8x3x⅜	C	Opt	Opt	31½	41x2½	54½x3	½	2
3	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x⅜	C	Opt	Opt	31½	41x2½	54½x3	½	3
4	You	D.B-L	B-L 51	U	4	No	Blo 2	Wis 6600	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x⅜	I	....	....	....	38½x2	37½x2½	½	4
5	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	5
6	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	6
7	McC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6⅞x3¼x¼	T	50½	43	34	40x2½	38¼x2¼	N	7
8	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6⅞x3¾x¼	T	42¾	38½	34	42x2¼	32x2½	N	8
9	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6⅞x3¾x¼	T	42¾	38½	34	42x2¼	32x2½	N	9
10	Mod	P.Own	Own A-5	U	5	No	MM6	Own 900	S½	H	6.50	47.8	Own 250	BE4IM	378	2I	Ros	7x3¾x¼	T	104	61½	34	42x3	54x3	¼	10
11	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	7¼x3¾x¼	T	104	61½	34	42x2¼	54x3	¼	11
12	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200 H	SF	H	5.83	37.4	Cla F 304	L4IH	290	TD	Ros	5¼x3x¼	P	126	82	34½	39x2½	52x3	¼	12
13	Own	D.B-L	B-L 20	U	4	No	Spi	Tim 52200 H	B½	H	5.36	....	Tim 12703 H	L4IH	448	TX	Ros	5¼x3¼x¼	C	100	64	34	38x2¼	52x2¼	¼	13
14	G&O	P.B&B	Ful KU	U	4	No	S-P 3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L .IH	...	TX	Han	6x2x¼	C	111	62½	32½	38x2	57½x2½	½	14
15	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2¼x¼	C	104	62	33	40x2½	56x3	½	15
16	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	P	Opt	Opt	34	38x2½	54x2½	½	16
17	Chl	D.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	..	6.4	41.2	Tim 14703H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	17
18	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	...	FD	Ros	7x3x¼	C	....	....	32	42x2½	54x2½	½	18
19	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	475	TI	Ros	7¼x2½x¼	C	132	78	34	40x2½	54x3	½	19
20	Mod	D.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	..	40x2½	50x3	..	20
21	Chl	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2¼	48x3	N	21
22	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3x¼	C	84	49	33¾	36x2½	54x3	N	22
23	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7½x4x⅜	C	123½	69¾	34	38x2½	56x3	½	23
24	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	24
25	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅜	P	133½	83	34	36x2¼	48x2½	N	25
26	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	26
27	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6½x3⅛x⅜	C	111⅜	67⅛	40½	38x2¼	50x2½	N	27
28	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x¼	C	127⅛	83⅛	40½	38x2¼	50x2½	N	28
29	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x¼	C	87⅛	57⅛	40½	38x2¼	50x2½	N	29
30	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54200 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	P	....	....	31½	40x2½	50x3	¼	30
31	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	31
32	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅜	P	133½	83	34	36x2¼	48x2½	N	32
33	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000 H	BS	H	5.82	29.1	Tim 12703 H	L4IH	306	TX	Ros	5¾x2½x¼	C	102	60	34	38½x2¼	54x3	N	33
34	Own	D.Ful	Ful	U	4	No	Spi 3.	Cla	S½	R	6.37	47.0	.....	B4IM	...	TX	Ros	7½x3¾x⅜	C	114¾	63¾	32	38½x2¼	50x2½	½	34
35	Own	D.Ful	.....	U	4	No	Spi 3	Tim	SF	R	6.37	44.4	Cla	B4IM	...	TX	Ros	7½x3½x⅜	C	114¾	63¾	32	38x2¼	50x3	½	35
36	McC	Lon	WGASI-T9	U	4	..	Cle	Tim54200-A1	SF	H	5.83	37.4	Tim	B4	276		Ros	7x3¼x⅜	C	106⅜	69½	34	39x2	56x3	..	36
37	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅜	81⅜	36	41¼x2½	47¼x3	N	37
38	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6½x3⅛x¼	C	115⅞	68⅛	34½	41x2½	54x3	N	38
39	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅜x⅛	C	112	58¾	34½	39x2¼	50x2½	N	39
40	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅜x⅛	C	112	58¾	34½	39x2½	50x2½	N	40
41	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56000H	BF	H	6.8	36.4	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2¼	54x3	½	41
42	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	41.0	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2¼	54x3	½	42
43	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2¼	54x3	½	43
44	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	32.1	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2¼	54x3	½	44
45	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	45
46	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	46
																							2½ Ton			
47	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	...	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	47
48	Per	P.B&B	Cov W4C	U	4	....	Spi400	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	C	173	105	34	39x2½	56x3	..	48
49	Per	P.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703	LO4ID	460	2IM	Ros	6⅜x3x⅛	C	114⅜	63⅜	34	40x2½	54x3	½	49
50	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	...	TX	Ros	6x2½x⅜	P	Opt	Opt	32	38x2¼	50x3	½	50
51	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.7	41.3	Shu 5572	L4IH	...	FD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	51
52	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	...	FD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	52
53	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	...	FD	Ros	7x2½x⅜	P	Opt	Opt	32	40x2½	50x3	½	53
54	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	54
55	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	356	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	55
56	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	56
57	Chl	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54¾x3	..	57
58	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	....		FD	Ros	10x2½x⅞	P	108	78	30	48x3	48x3	C	58
59	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	TD	Han	7x3¼x¼	P	156	97½	34	42x2½	54x3	..	59
60	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	60
61	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2½	56x3	½	61
62	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 15733H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	62
63	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 15733H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	63
64	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 14703H	L4IH	354	TX	Ros	7x4x¼	C	108½	62½	35	42x2½	56x3	½	64
65	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81⅜	34	45¼x2½	56x3	½	65
66	Own	D.Ful	FulMGU14	U	4	....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	66
67	Own	D.Ful	FulMGU14	U	4	....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	67
68	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58000 H	WF	H	8.88	40.4	Tim 14700 H	L4IH	....		Ros	7x3¼x¼	C	167½	99½	..	41x2½	56x3	½	68
69	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	6.83	41.3	Cla F304	L4IHV	659	TI	Ros	6x3¼x¼	C	119	71	34	40x2¼	51¾x3	½	69
70	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	6.75	40.8	Cla F304	L4IHV	659	TI	Ros	6x3¼x¼	C	119	71	34	40x2¼	51¾x3	½	70
71	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	71
72	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	72
73	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x⅜	C	144	78⅜	32	43x2½	54x3	N	73
74	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5¼x2¼x⅜	C	115	80	36	42¾x2½	52¾x2½	½	74
75	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	75
76	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	TD	Han	7x3¼x¼	P	156	97½	34	42x2½	54x3	..	76
77	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x3x¼	P	87	48	34	38x2½	50¼x2½	½	77
78	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6⅞x3x⅜	P	107	59	34⅜	38x2½	50x3	½	78
79	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅜	P	107	59	34⅜	38x2½	50x3	½	79
80	Lon	D.Own	Mun	U	4	No	Spi	Tim 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅜	P	107	59	34⅜	38x2½	50x3	½	80
81	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	....	....	....	32¼	40x2½	54x3	½	81
82	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	82
83	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800- H	W-F	H	6.4	42.2	Tim 14703H	L4IHV	354	TX	Ros	6x2½x¼	C	144	87¾	34	42x2¼	52x3	..	83
84	You	D.B-L	B-L 35	U	4	No	Blo	Tim 65001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400	TX	Ros	6½x2¾x¼	C	120	72¼	34	42x2½	56x3	..	84
85	Chl	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	..	..	Tim 14703H	L4IHV	....	TD	Ros	7x3½x¼	C	120	....	34	41x2½	50x2½	N	85
86	Chl	D.Ful	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x⅜	O	Opt	Opt	32½	40½x2½	50½x3	N	86
87	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5500	W2IM	420	CD	Ros	6x3⅛x⅜	P	92	59½	34½	41½x2½	54½x3	¼	87
88	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3⅛x⅜	P	92	59½	34½	41½x2½	54½x3	¼	88
89	G&O	D.B-L	B-L 35	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	656	CD	Ros	7½x3x¼	I	108	69	34	40x2½	54x3	½	89
90	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6⅛x3¼x¼	C	87⅛	56⅜	34	40x2½	50x3	N	90
91	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x⅛	C	138	83	34	40x2½	50x3	N	91
92	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	92
93	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	93
94	Own	P.Own	Own	U	5	No	Own	Eat 54	2F	H	6.85	60.5	Eat 54F	BE4IM	726	4I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	94
95	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	95
96	Own	P.Own	Own	U	5	No	Own	Own	CD	R	7.22	63.8	Eat 54F	BO4IM	732	4I	Own	7x3x¼	T	106½	73¼	34	41½x3	50x3	¼	96
97	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 14703 H	L4IH	337	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	½	97
98	Own	D.B-L	B-L 55	U	4	No	Spi 4	Tim 64800H	WF	R	6.25	33.4	Tim 14703 H	L4IH	574	TD	Ros	7½x3x¼	T	144	97	34	38x2½	52x2½	½	98
99	.....	D.B-L	B-L	U	4	....	Spi 4	Tim 56000H	BF	..	6.17	33.0	Tim 14703H	L4IH	354	F	Ros	7½x3x¼	T	144	97	34	38x2½	52x3	½	99
100	Fed	D.B-L	B-L	U	4	No	Spi 4	Tim 54200H	BF	H	5.8	31.0	Tim 12703H	L4IH	452	TX	Ros.	7½x3x¼	T	144	88	34	38x2¼	52x2½	½	100
101	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 33020H	L4IHV	....	FD	Han	8x3x¼	P	140¼	93	32	39x2½	60x3	½	101
102	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2¼x¼	C	106	65	33	40x2½	56x3	½	102
103	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	P	Opt	Opt	34	38x2¼	54x2½	½	103
104	Chl	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	7.5	49.5	Tim 15733H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	104
105	Chl	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	7.2	40.9	Tim 15733H	L4IH	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	105
106	Mod	D.B-L	B-L 51	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.53	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	..	106
107	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	C	84	49	33¾	40x2½	54x3	..	107
108	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....	TD	Ros	6x3½x⅜	I	84	53½	31	40x2½	54x3	..	108
109	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	7x2½x¼	I	113¼	83⅜	34	44x2½	50x3	½	109
110	Lon	D.B-L	B-L 35	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	110
111	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3¼x¼	P	144	82	34	40x2¼	54x3	..	111
112	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	....	7x3½x¼	P	156	97½	34	42x2¼	54x3	..	112
113	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578	TX	Ros	6x3x¼	Opt	Opt	31½	40x2½	50x3	¼	113
114	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2½	50x3	..	114
115	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	115
116	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	BS	R	7.4	39.7	Tim 12703 H	L4IH	306	TX	Ros	5¾x2½x¼	C	124½	70½	33½	40x3	54x3	½	116
117	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	...	TX	Ros	7½x2¾x¼	C	137⅛	80¼	32	40x3	56x3	½	117

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2½ Ton—Cont'd																									
1	Stewart 32X	1990	165	220		5230	P 32x6	DP32x6	Lyc ASA	6-3⅛x4½	278.0	31.5	80–2500	L	G	C	2⅝	9⅛	4	PS	Ha	Str	P	D-R	D-R	1
2	Studebaker 88	3295	184			4920	B7.50/20	DB 7.50/20	Own	8-3½x4½	337.0	39.2	115–3200	L	G	S	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	2
3	White 51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4½x5½	326.3	28.9	54–1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	3
4	White 210-1, 1½-2½		148	196			P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	4
5	White 212, 1½-2½ T		148	196			P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	5
6	White 612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¼x4½	299	33.7	61–2100	L	C	C	2⅝	10⅛	7	FP	Ha	Zen	V	D-R	D-R	6
7	White 620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72–1800	H	C	S	2⅝	13½	7	FP	On	Zen	M	D-R	D-R	7
8	White 6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77–2200	L	G	N	2⅝	11⅛	7	CC	Wa	Str	V	D-R	D-R	8
9	Wichita 6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77–2200	L	G	N	2⅝	11⅛	7	FP	No	Zen	M	D-R	D-R	9
10	Witt-Will R2B	2900	158		12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2⅝	11⅛	7	FP	No	Zen	M	D-R	D-R	10
11	Witt-Will R2	3000	158		12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2⅝	11⅛	7	FP	No	Zen	M	D-R	D-R	11
	World DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3¾4¾	268	28.8	96–3400	L	C	C	2⅝	8⅝	5	CC	Ha	Zen	M	A-L	A-L	11
	3 Ton																									
12	Acme 6X		186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	12
13	Armieder 31		Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66–2200	L	G	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	D-R	13
14	Atterbury R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	B	2¾		4	CC	Ha	Zen	M	A-L	A-L	14
15	Atterbury 60		190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85–2800	L	G	C	2¾		4	FP	Ha	Zen	V	A-L	A-L	15
16	Atterbury 65		209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	350.0	32.4	45–1450	L	G	C	2¾		2	SP	Bf	Str	G	A-Bo	L-N	16
17	Autocar H	4100	114	161	19000	6770	P 34x7	DP34x7	Own	4-4½x5½	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	17
18	A utocar 2½-3T SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	18
19	A utocar 2½-3T SCH	4300	157	203	19000	6860	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Wa	Zen	V	D-R	L-N	19
20	A vailable T-39		Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4½x5½	462.0	45.9	88–2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	20
21	A vailable T-43		Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4½x5½	462	45.9	88–2200	L	G	C	3	13⅞	7	CC	KP	Zen	M	A-L	A-L	22
22	Brockway		170	200	17000	6800	P 34x7	DP34x7	Con	6-4¼x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	23
23	Brockway	170	170	224	17500	7200	P 34x7	DP34x7	Con	6-4¾x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	24
24	Brockway 190		168	204	19000	7625	P 34x7	DP34x7	Con	6-4¾x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	25
25	Brockway		160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12½	7	FP	Wa	Str	V	A-L	A-L	26
26	Chicago 1-30-A		184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49–1900	L	G	C	2½r	10⅛	3	PC	Bu	Zen	V	Spl	D-R	27
27	Clinton 65		130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	28
28	Coleman D40		130	180		7100	P 36x6	DP38x7	Bud BA-6	6-4¼x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	29
29	Commerce 60	4680	175	192		6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2100	L	G	C	2½	9⅞	4	PC	No	Zen	M	A-L	A-L	30
30	Concord JX-6	4200	154	174	17200	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3½x5	353.8	36.2	98–2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	31
31	Concord CE		160	224	20000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90–2200	H	C	N	2¾	13⅛	7	PC	No	Zen	M	D-R	D-R	32
32	Condor CEB		190	190	17000	6780	P 36x8	DP36x8	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	N	2¾	12⅞	7	FP	No	Zen	M	D-R	D-R	33
33	Corbitt 3-4 T 18W6		178	230	19000	6600	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	34
34	Day-Elder 160	3695	156	204	16000	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	383.0	43.3	84–2200	L	G	C	2¾	13⅛	7	PC	Ha	Zen	M	A-L	A-L	35
35	Diamond T 504	3000	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	75–2400	L	G	C	2¾	13⅛	7	PC	Ha	Zen	M	A-L	A-L	36
36	Diamond T 504	2675	166	208	17500	6350	B8.25/20	DB8.25/20	Her YXC	6-4½x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	37
37	Diamond T 603-3,4 Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	98–2200	L	G	C	3	15	7	PC	Ha	Zen	V	N-E	N-E	38
38	Diamond T 606-3,4 Ton	3440	177	244	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	98–2200	L	G	C	3	15	7	PC	KP	Zen	V	N-E	N-E	38
39	Dodge Bros	1960	135	135	12250	4355	P 34x7	DP34x7	Own	6-3½x4½	241.0	27.3	78–3000	L	G	S	2½r	11	7	PC	KP	Zen	V	N-E	N-E	39
40	Dodge Bros	2010	165	165	12220	4640	P 34x7	DP34x7	Own	6-3½x4½	241.0	27.3	78–3000	L	G	S	2½r	11	7	PC	KP	Zen	V	N-E	N-E	40
41	Dodge Bros	2060	185	185	12715	4835	P 34x7	DP34x7	Own	6-3½x4½	241.0	27.3	78–3000	L	G	S	2½r	11	7	PC	KP	Zen	V	N-E	N-E	41
42	Dodge Bros F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3½x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D.R	42
43	Dodge Bros F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3½x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D-R	43
44	Dodge Bros F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3½x5	309.6	31.5	96–3000	L	G	A	2¾	11¾	7	FP	Ha	Stw	M	D-R	D-R	44
45	Dodge Bros		165	185		4720	P 32x6	DP34x7	Own	6-3¾x4½		27.3	78–	L	G	C							V			45
46	Douglas D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50–1400	L	G	C	2½	9⅜	3	PC	Bu	Zen	E	L-N	L-N	46
47	Douglas D6	4430	186	Op	22000	6800	P 36x6	DP38x7	Bud BUS	4-4x5½	386.4	38.4	78–2300	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	47
48	Douglas D6 5p.	5500	186	Op	22000	7560	P 38x7	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	9⅞	4	PS	No	Zen	V	Eis	A-L	48
49	Duplex FAC	4250	166		16000	7200	S 34x5	S 36x8	Bud EBU-1	4-4½x5½	312.0	28.9	57–2100	L	G	C	3½r	10⅛	4	PC	Wa	Zen	V	A-L	A-L	49
50	Duplex SAC	4750	166		16000	7400	S 34x5	S 36x8	Bud BA 6	6-4½x5½	411.0	40.8	78–2200	L	G	C	3½r	9⅞	3	PC	Wa	Zen	V	D-R	D-R	50
51	Fageol 340	4750	182	200		7820	P 36x6	DP36x6	Wau CU	4-4½x5½	346.0	40.8	48–1700	L	G	A	2½r	9	3	PC	Wa	Zen	V	D-R	D-R	51
52	Fageol 365	4200	182	200		7250	P 36x6	DP36x6	Wau KU	6-4¼x4¾	404.0	38.4	87–2500	L	G	A	3	13¾	7	PC	Wa	Zen	V	D-R	D-R	52
53	Fageol 370	5200	182	200		7560	P 36x6	DP36x6	Wau SRL	6-4½x5½	462.0	43.3	89–2200	L	G	A	3	13⅞	7	PC	KP	Zen	M	D-R	D-R	53
54	Federal T10B 2½-3 T.	2740	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75–2200	H	C	N	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	54
55	Federal T10W 2½-3 T.	2915	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75–2200	H	C	N	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	55
56	Fisher-Stand. H. D. 6		155	206	18000	6200	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	73–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	56
57	Fisher-Stand. H. D. 6		155	206	18000	6200	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	PC	Bu	Str	E	R-Bo	R-Bo	57
58	Freeman DW144	4900	144			7560	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Str	E	R-Bo	R-Bo	58
59	Freeman DW186 3-3½	5100		186		7800	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	12	3	PC	Pe	Str	E	Gls	N-E	59
60	F.W.D B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¼x5½	398.0	36.1	56–1350	L	G	C	2½	12	3	PC	Bu	Zen	A	A-L	A-L	60
61	Garford 60	4680	175	192		7100	P 36x6	DP38x7	Bud BA6	6-4¼x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Ha	Mar	M	D-R	D-R	61
62	(X) Gen. Mot T-26	1480	130	164	11000	3600	B 7.00/20	DB7.00/20	Own 257	6-3½x4½	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar		D-R	D-R	62
63	(X) Gen. Mot T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3½x4½	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	63
64	(X) Gen. Mot T-31	1840	141	181	14000	4550	P 32x6	P 36x8	Own 257	6-3½x4½	275.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar		D-R	D-R	64
65	(X) Gen. Mot T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3½x4½	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	65
66	(X) Gen Mot T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3½x4½	257.5	28.3	76–2500	H	G	C	2½	8¼	4	PC	Ha	Zen	M	D-R	D-R	66
67	(V) Gotfredson RB66C				20900	6100	B9 00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	67
68	Gotfredson RW66				20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95–2800	L	G	C	3	11½	7	FP	Ha	Zen	M	A-L	A-L	68
69	Gramm E-330, 3-4½		160	224	20000	5950	B 8. 25/20	DB8. 25/20	Lyc TS	6-3½x5	353.8	36.2	98–2700	L	G	C	2¾	10	7	PC	No	Zen	M	A-L	A-L	69
70	Gramm EY-190, 3-4½		190	190	16000	6750	B 7. 50/20	DB7. 50/20	Con 20-R	6-4½x4¾	380.8	40.8	90–2200	H	C	C	2¾	13⅞	7	PC	No	Zen	M	A-L	A-L	70
71	Gramm-Bernstein A		162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅞	7	FP	Ha	Zen	V	A-L	A-L	71
72	Gramm-Bernstein B6X		145	185	12500	4780	P 32x6	DP32x6	Con 16C	6-3¾x4½	248.3	27.3	66–2900	L	G	C	2¾	10⅛	7	FP	No	Zen	V	A-L	A-L	72
73	Gramm-Bernstein B6X		144	184	12500	4765	P 32x6	DP32x6	Con 16C	6-3¾x4½	248.3	27.3	66–2900	L	G	C	2¾	10⅛	7	FP	Pe	Str	V	Eis	A-L	73
74	Gramm-Bernstein C6		150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6-3¾x5	331.4	33.7	73–2400	L	G	C	2¾	13⅞	7	FP	Ha	Zen	V	A-L	A-L	74
75	Gramm-Bernstein DX		152	212	16000	6600	P 34x7	DP34x7	Con 16R	6-4x4¼	339.2	38.4	82–2400	H	C	C	2¾	13⅛	7	PC	Ha	Zen	V	A-L	A-L	75
76	G-P 55-6, 3-4 Ton	2745	154	191	12500	4900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85–2900	L	G	C	2¾	9⅝	4	PC	Mo	Str	M	A-L	A-L	76
77	G-P 55-8, 3-4 Ton	2880	157	191	12500	4900	B8.25/20	DB8.25/20	Lyc HF	8-3½x4½	322.0	36.5	120–3200	L	G	A	2¾	11	5	PC	Mo	Str	M	A-L	A-L	77
78	Hahn & Selden 47B		151		15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾		7	FP	No	Zen	V	A-L	A-L	78
79	Hendrickson T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72–2600	L	G	C	2½	9	4	PC	No	Zen	M	A-L	D-R	79
80	Hug 67		120		16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86–3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	80
81	Hug 41		150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	D-R	81
82	Hug 42		150	195	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86–3000	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	82
83	Hug 85-6		114	114	17200	7000	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	83
84	Hug 85-D6		114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	84
85	Indiana 127AW		150	150	20000	7000	P 34x7	DP34x7	Her WXC	4-4½x5½	326.3	28.9	54–1600	L	G	C	3	10¾	3	CC	KP	Str	M	A-L	A-L	85
86	Indiana 170		170	200	17000	7200	P 32x6	DP32x6	Con	6-4¼x4¾	380.9	40.8	88–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	A-L	86
87	Indiana 175		170	224	17500	7200	P 34x7	DP34x7	Con	6-4¼x4¾	380.9	40.8	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	V	A-L	A-L	87
88	Indiana 627AW		156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72–2000	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	A-L	88
89	Indiana 190		168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅞	7	PC	Ha	Zen	V	D-R	D-R	89
90	International A-5		156	210		5606	P 34x7	DP34x7	Own FBB	6-3¾x4½	279	31.5	67–2600	H	G	C	2½	9	4	PC	Ha	Zen	V	D-R	D-R	90
91	International A-6		156	210		5756	P 34x7	DP34x7	Own FBB	6-3½x4½	298	33.7	86–3000	L	G	C	2½	9	4	PC	Ha	Zen	M	D-R	D-R	91
92	Kenworth 165	3600	158	171		5400	B 9.00/20	DB9.00/20	Her WXC 2	4-4½x4½	326.3	28.9	54–1600	L	G	C	3	10¾	3	CC	KP	Str	M	D-R	D-R	92
93	Kenworth 145	3250	158	184		5500	P 34x7	DP34x7	Her WXC	6-4¼x4¾	380.9	40.8	88–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	D-R	93
94	Kenworth 184	3850	164	206		7400	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	360.8	40.3	76–2400	L	G	C	2¾	13⅞	7	FP	No	Str	V	D-R	D-R	94
95	Kleiber 58	3500	190	190		6050	P 34x7	DP34x7	Con	6-4x4¾	311.8	38.4	74–2400	H	C	N	2¾	13⅞	7	PC	Ha	Zen	V	A-L	A-L	95
96	LaFra.-Republic F3		174	198	13000	5500	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82–2600	L	G	C	3	10	4	PC	Ha	Zen	V	A-L	A-L	96
97	Lange H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4½x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	97
98	Lange M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4½x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	98
99	Larrabee 55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4¼x5½	339.3	38.4	82–2400	H	C	C	2¾	13⅞	7	FP	No	Zen	G	D-R	D-R	99
100	LeMoon HB30	3950	169	199	17000	6400	P 36x8	DP36x8	Wau 6SRL	4-4½x5½	462	45.9	98–2000	L	G	C	2½		4	PC	Wa	Str	V	A-L	A-L	100
101	Maccar 56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73–2100	L	G	C	2½		4	FP	Bu	Str	V	D-R	D-R	101
102	Maccar 60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4½x5½	411.0	40.8	103–2100	L	G	C	2½		4	FP	Bu	Str	V	D-R	D-R	102
103	Mack AB	4000	147	219			P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60–2000	L	G	S	3	8	3	PS	On	Str	V	R-Bo	N-E	103
104	Mack AB	4350	147	219			P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60–2000	L	G	S	3	8	3	PS	On	Str	V	R-Bo	N-E	104
105	Mack AB	4150	147	219			P 34x7	DP34x7	Own BG	6-3½x5	309.6	31.5	75–2600	L	G	A	2¾	10⅜	7	FP	Ha	Str	V	N-E	N-E	105
106	Mack AB	4500	147	219			P 34x7	DP34x7	Own BG	6-3½x5	309.6	31.5	75–2600	L	G	A	2¾	10⅜	7	PC	Ha	Str	M	A-L	A-L	106
107	Moreland B7	2520	184		12000	4750	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2½	13⅛	7	PC	No	Zen	M	A-L	A-L	107
108	Noble 156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	410.9	40.8	82–2400	H	C	N	2¾	13⅞	7	FP	No	Zen	V	A-L	A-L	108
109	Omort 300			130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4½x5	283.5	28.9	56–2000	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	109
110	Omort 3005			130	Op	16500	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2½	13⅛	7	PC	No	Zen	M	A-L	A-L	110
111	Omort 30			134	148	17000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2½	13⅛	7	PC	Ha	Str	M	Bo	R-Bo	111
112	Oshkosh H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4½x4½	361.8	40.8	73–2000	L	G	C	2½	13⅛	7	FP	Ha	Zen	M	D-R	D-R	112
113	Pierce-Arrow PW		150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4½x4½	361.0	40.3	76–2400	L	G	C	2½	13⅛	7	PC	No	Zen	V	A-L	A-L	113
114	Relay 50	4130	161			7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	A-L	114
115	Relay 60DE	4595	175	192		7500	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	115
116	Relay 80	5330	175	192		8400	P 36x6	S 40x10	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½		4	PC	Bu	Zen	V	D-R	D-R	116
117	Reo GA	2035	163		17000	4625	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V	D-R	D-R	117
	Reo GC	2140	179		17000	4850	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	70–2800	L	C	A	2¾	12	7	PC	No	Sch	V			

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							2½ Ton—Cont'd			
1	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113	80½	32	38x2¼	50x3	½	1
2	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8 x3x	C	143	91½	41½	38x2½	56x3½	N	2
3	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178	84½	34	40½x2½	54½x3	N	3
4	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6¾x3 x¼	C	115	68½	34¾	41x2½	54x3	N	4
5	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6¾x3 x¼	C	115	68½	34½	41x2½	54x3	N	5
6	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6½x3 x¼	C	115	68½	34½	41x2½	54x3	N	6
7	.....	P.Own	Own 4B	U	.....	.....	Spi 4	Own 14C	SF	H	6.38	41.8	Own 110	OL4IH V	349	CI	Ros	7 x2	C	107½	67½	34	41x2½	54x3	N	7
8	You	D.Ful	FLYUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141½	83¾	30	40x2¼	56x3	½	8
9	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2¼	54x3	..	9
10	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	10
11	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	11
																							3 Ton			
12	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	12
13	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim 14703 H	L4IH	....	CD	Ros	7x3x¼	C	....	....	....	40x2½	62½x2½	..	13
14	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37	Tim 14703H	L4IHV	275	TD	Ros	7x3¼x¼	C	148½	90¼	34	41½x3	54x3½	¼	14
15	Per	D.B-L	Cov W4C	U	4	....	Spi400	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	C	173	106	34	39x2½	56x3	..	15
16	Per	D.B-L	B-L 551	U	4	....	Spi500	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	C	197	119	34	40x3	56x3	..	16
17	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	17
18	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	18
19	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	TD	Ros	7x2½x¼	C	133¼	74¾	34½	41x2¼	53x3	½	19
20	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	O2IM	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	20
21	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	21
22	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3¼	T	142	84	34	40x2½	54x3	½	22
23	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3¼	T	142	84	34	40x2½	54x3	½	23
24	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x	C	132	83	34	40x2¼	50x3	½	24
25	Chi	D.B-L	B-L 51	U	5	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54¾x3	..	25
26	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼	T	Opt	Opt	33¼	43½x3	51½x3	N	26
27	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	....	TD	Ros	12x2½x¼	C	144	89	30	48x3	48x3	C	27
28	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	28
29	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x	C	Opt	Opt	32¼	38½x2½	50x3½	..	29
30	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	30
31	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	....	FD	Ros	8¼x3¼x¼	C	156	90	41½	44x2½	60x3	½	31
32	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	H	Opt	Opt	Tim 15733H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2½	54x3	½	32
33	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	398	TD	Ros	7x4x¼	C	134¾	77¼	35	42x2½	56x3	½	33
34	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317B-	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x3¼	C	137½	72½	34	45¼x2½	56x3	½	34
35	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis 69317B-	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45¼x2½	56x3	½	35
36	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	36
37	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317 BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	37
38	Fed	P.B&B	Own	U	4	No	U-P	Own	S¼	H	7.13	46.3	Own	L4IH	382	TX	Han	7x2¾x	C	82¼	54¾	34	39x2½	45x3	N	38
39	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7¼x2¾x¼	C	132¾	84¾	34	39x2½	56x3	N	39
40	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2¾x¼	C	164¾	104¾	34	39x2½	56x3	N	40
41	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼	C	99¾	65¾	34	42x3	56x3½	½	41
42	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	149	89¾	34	42x3	56x3½	½	42
43	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	189	114¾	34	42x3	56x3½	½	43
44	.....	P.	.....	U	4	No	3	Own	S½	..	....	....	Own	L4IH	....	....	....	7½x2¼x¼	C	132¾	84¾	....	39x2½	56x3	N	44
45	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	45
46	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	46
47	Own	D.Ful	Ful HOG	U	4	No	Blo 4	Wis 1418	2F	R	8.18	76.5	Shu 615	W2IMV	503	CX	Ros	10x2¼x	T	223	121	31	45x3	54x4	½	47
48	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	....	2	Ros	7x3½x¼	C	....	....	....	41x3	54x3	N	48
49	Mod	D.B-L	B-L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	....	T	Ros	7x3½x¼	C	....	....	34	39x2½	52x3	N	49
50	Per	D.B-L	B-L 55& 60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	....	TX	Ros	7x3x¼	C	172	101¼	....	41x3	56x3½	N	50
51	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 58000	WF	R	7.75	41.5	Tim 15700 H	L4IHV	....	TX	Han	7x3x¼	C	172	101½	....	41x3	56x3½	N	51
52	Per	P.B-L	B-L554&60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	....	TX	Ros	7x3x¼	C	172	101¾	....	41x3	56x3¼	N	52
53	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3 x	C	119	81	34	42x2½	54x3	½	53
54	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3 x	C	119	81	34	42x2½	54x3	½	54
55	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	8¼x3½x	C	144	78½	32	43x2½	54x3	½	55
56	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6¼x2¼x	C	144	78½	32	43x2¼	54x3	½	56
57	Lon	D.Ful	Ful H U 16	U	8	A2	B-C	Own	IF	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x	C	174	114½	32	54x3	52x4	½	57
58	Lon	D.Ful	Ful H U 16	A	8	A2	B-C	Own	IF	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x	C	174	114½	32	54x3	52x4	½	58
59	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5 x2¼x	C	130	93	36	42¾x2½	52¾x2½	N	59
60	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	60
61	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	61
62	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	62
63	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	63
64	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S¼	H	6.57	35.5	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	64
65	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433-F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2¼	50x3	½	65
66	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x	C	....	....	32½	40x2½	54x3	½	66
67	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x	C	....	....	32½	40x2½	54x3	½	67
68	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2¼x¼	C	127	74¼	34	42x2¼	56x3	½	68
69	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	....	FD	Ros	8¾x3¼x¼	C	156	90	41½	44x2½	60x3	½	69
70	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	½	70
71	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF	..	6.16	40.0	Tim 14703H	L4IH	354	TX	Ros	6x2¼x¼	C	120½	74½	34	42x2¼	52x3	..	71
72	You	D.Ful	Ful KU12	A	4	No	Blo	Tim 64800H	2F	..	6.4	42.2	Tim 14703H	L4IH	354	TX	Ros	6x2¼x¼	C	120½	73¼	34	42x2¼	52x3	..	72
73	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF	R	7.75	68.6	Shu 5500	W2IM	424	TX	Ros	6¼x2¾x¼	C	128½	76¼	34	42x2½	56x3	..	73
74	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	6½x2¾	C	120	72¼	34	42x2½	56x3	..	74
75	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	....	CD	Ros	9x3¼x¼	T	....	....	....	40x2½	58x3	..	75
76	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	....	CD	Ros	9x3¼x¼	T	....	....	....	40x2½	54x3	..	76
77	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	....	TD	Ros	7x3¼x¼	T	110	....	34	40x2½	56x3	½	77
78	Chi	D.Ful	Ful MGOG	A	4	No	Spi 500	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x	P	Opt	Opt	32½	40½x2¼	50½x3	N	78
79	You	D.B-L	B-L 51	U	5	....	Blo 3	Wise 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3 x	P	97	64½	34½	41½x2½	54½x3	¼	79
80	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37	Shu 5572	L4IH	420	CD	Ros	8x3¼x	C	Var	Var	31½	41½x2	54½x3	¼	80
81	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54½x3	½	81
82	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 x	I	91	58½	34½	41½x2½	54½x3	¼	82
83	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3 x	I	91	58½	34½	41½x2½	54½x3	¼	83
84	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	84
85	G&O	D.B-L	B-L 554	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	TD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	85
86	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	86
87	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	87
88	Lon	P.B&B	B-L	A	5	No	Spi 3	Tim	WF	H	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x¼	C	132	83	34	40x2½	50x3	N	88
89	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	½	89
90	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	90
91	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 58200	SF	H	6.83	36.6	Tim 14703- H	L4IH	399	TD	Ros	8x2¼x¼	C	126	87	31½	40x2½	52x3	½	91
92	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	S	H	6.83	43.8	Tim 15733H	L4IHV	399	FD	Ros	9x3x¼	T	114	75¼	31½	40x2½	52x3	½	92
93	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	93
94	Own	D.B-L	B-L 51	U	5	No	Spi	Tim 58000H	BF	R	6.83	....	Tim 14703 H	L4IH	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	½	94
95	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.17	40.9	Tim 33020H	L4IHV	....	FD	Han	8x3¼	C	140¼	93	32	39x2½	60x3	½	95
96	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	9.13	48.7	Tim 15300	W2IM	615	CD	Ros	6¾x2¼x¼	P	112	75	33	42x2½	56x3	½	96
97	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6¾x2¼x¼	P	95	73	33	42x2½	56x3	½	97
98	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	W-F	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	98
99	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	..	6.0	32.1	Tim 15733H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	99
100	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	....	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	100
101	Per	D.B-L	B-L 51	U	5	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	....	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	101
102	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	102
103	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2D	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56½x3½	..	103
104	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	104
105	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42½x3	56½x3½	..	105
106	Lon	P.B-L	B-L 314	U	4	Opt	Cle	Tim 64800 H	WF	R	6.5	34.8	Tim 14703 H	L4IH	391	TX	Ros	9 x3½x¼	C	144	80	34	40x2½	54x2½	½	106
107	Chi	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 15733H	L4IH	660	TD	Ros	6¾x3x¼	C	141	87	34	43x2½	48x3	N	107
108	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3¼x	I	85	53	33¼	40x2½	54x3	½	108
109	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3¼x	I	85	53	33¼	40x2½	54x3	½	109
110	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	....	TD	Ros	6x3¼x	I	88	57½	31	40x2½	54x3	½	110
111	Mod	D.B-L	B-L 60-7	A	7	No	Spi 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2¼x¼	..	113¼	83¾	34	2¼x44	50x3	½	111
112	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8¼x2¼x¼			64½	34	41x2¼	56x3	½	112
113	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	113
114	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2¼	54x3	..	114
115	Lon	P.B&B	Cov SHO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	115
116	McC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127	78	40½	38x2½	50x3	N	116
117	McC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x	C	156	94	40½	38x2½	54x3	N	117

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Reo.....GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6–3⅛x5	268.3	27.3	70–2800	L	C	A	2¼	12	7	PC	No	Sch	V	D-R	D-R	1
2	Reo.....GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6–3⅛x5	268.3	27.3	70–2800	L	C	A	2¼	12	7	PC	No	Sch	V	D-R	D-R	2
3	Schacht DeLuxe.....25	....	160	199	.....	6400	B 8.25/20	DB8.25/20	Her WXB	6–3¼x4½	298.0	33.7	66–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	3
4	Service.....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6–4⅜x5⅛	410.9	40.8	83–2100	L	G	C	2½	...	4	PC	Bu	Zen	V	A-L	A-L	4
5	Stewart.....35X	2590	....	220	.....	5880	B 8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	299.0	33.8	85–	L	G	C	2⅝	9⅛	4	PS	Ha	Str	M	D-R	D-R	5
6	Stewart.....36X	2990	165	220	.....	6500	B8.25/20	DB8.25/20	Lyc TS	6–3¾x5	354.0	36.2	90–2750	L	G	C	2⅝	10	4	FP	Ha	Str	P	D-R	D-R	6
7	Ward La France .25R	....	193	205	13000	6000	B 7.50/20	DB7.50/20	Wau 6ML	6–4x4¾	358	38.4	77–2200	L	G	C	2⅜	12½	7	FP	Ha	Str	P	D-R	D-R	7
8	Ward La France..25B	....	194	206	13000	6000	B 7.50/20	DB7.50/20	Own	8–3⅜x4½	322.	36.4	100–2400	L	G	C	2⅜	10¾	7	FP	Ha	Str	P	D-R	D-R	8
9	White.....58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4–4½x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¾	7	FP	On	Zen	V	Els	.....	9
10	White....640-3 Ton	6100	180	214	.....	9200	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	10
11	White.....621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A	6–4x5¼	396	38.4	72–1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	11
12	White.....630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A	6–4x5½	396	38.4	72–1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	12
13	Witt-Will.....R3B	3400	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	13
14	Witt-Will.....R3	....	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	14
15	World.....DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8–3¼x4½	298.6	33.8	115–3300	L	C	C	2½	10	5	PC	Ha	Zen	M	A-L	A-L	15
	3½ Ton																									
16	Acme.....45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4–4⅛x5	283.5	28.9	55–2000	L	G	C	2	9¾	3	FP	Pe	Zen	G	Els	A-L	16
17	Amer. LaFrance 12R.	....	Op	Op	20000	7400	P 36x8	DP36x8	Own	6–4½x5½	411.0	40.8		L					7	FP	Bu	Zen	V	D-R	D-R	17
18	Atterbury.....70	....	222	222	23000	8400	0B 9.75/20	DB9.75/20	Con 20R	6–4½x4¾	380.0	40.8	87–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	18
19	Autocar.....H8	4600	114	161	24000	6550	P 40x8	DP40x8	Own	4–4½x5½	350.0	32.4	45–1450	L	G	C	A	2¾	2	SP	Bf	Str	G	A-Bo	L-N	19
20	Autocar.3-3½T..8HS	4800	114	161	24000	7900	P 40x8	DP40x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	20
21	Autocar.....SCH8	4800	157	203	24000	8180	P 40x8	DP40x8	Own	6–4½x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	21
22	Autocar..3-3½T.TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	22
23	Brockway...195, 3-4T	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	85–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	23
24	Clinton.....85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6–4x5½	386.4	38.4	81–2400	L	G	C	2½	9¾	4	FP	No	Str	V	Spl	D-R	24
25	Coleman D-40X 3½-5T	....	130	184	21100	9700	P 40x8	P 40x8	Bud BA6	6–4½x5½	411.0	40.8	105–2200	L	G	C	2½	9¾	4	PC	Bu	Zen	V	A-L	A-L	25
26	Commerce.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9¾	4	PC	No	Zen	V	A-L	A-L	26
27	Concord.....JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6–4⅛–5⅛	411.0	40.8	85–2000	L	G	C	2½	9¾	4	PC	No	Zen	V	A-L	A-L	27
28	Duplex.....EF	....	130	...	17000	6500	S 36x8	S 36x8	Bud EBU-I	4–4¼x5½	312.0	28.9	57–2100	L	G	C	2½	10	3	PS	No	Zen	V	Els	A-L	28
29	Federal....U6-3-3½T	3860	165	218	19000	7220	P 34x7	DP34x7	Con 18R	6–4x4½	339.0	38.4	85–2200	H	C	N	2¾	13⅛	7	PC	KP	Str	M	D-R	D-R	29
30	Fisher-Standard Sup.6	....	157	206	20000	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	30
31	Fisher-Standard Sup.6	....	157	206	20000	7100	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	31
32	Fisher-Standard Sup.6	....	157	206	21000	7200	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	32
33	Fisher-Standard Sup.6	....	157	206	21000	7500	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	33
34	Freeman BASP 3½–4T	5500	144	144	.....	7760	P 38x9	DP38x9	Bud BA6	6–4½x5½	411.0	40.8	78–2250	L	G	C	2½	9¾	4	PC	Bu	Str	E	R-Bo	R-Bo	34
35	F.W.D.....CU-6	5120	148	180	16720	7200	P 38x9	P 38x9	Wau SRS	6–4½x5½	411.	40.8	92–2300	L	G	C	2½	13¼	7	PC	Wa	Zen	V	Els	NE	35
36	Garford.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9¾	4	PC	Bu	Zen	V	A-L	A-L	36
37	(X)Gen. Mot. T-31..	1845	141	181	14000	4575	P 32x6	DP32x6	Own 257	6–3⅛x4⅜	257.5	78.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	37
38	(X)Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	38
39	(X)Gen. Mot.....T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	39
40	Gotfredson...RW 76A	....	....	...	21900	7500	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	40
41	Gotfredson...RD 76A	....	....	...	21900	7500	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	41
42	Gramm-Bernstein...A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	HA	Zen	V	A-L	A-L	42
43	G-P 656, 3½–5.....	3325	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	353.0	36.5	97–2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	43
44	G-P 65-8, 3½–5.....	3485	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc HF	8–3⅜x4½	420.0	36.4	120–3200	L	G	C	2¾	10⅞	5	PC	Mo	Str	M	A-L	A-L	44
45	(V) Hug..C87, 87M	....	....	...	21800	.....	P 36x8	DP36x8	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2¾	9	4	PC	Bu	Zen	V	R-Bo	D-R	45
46	Indiana.....195, 3-4T	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	46
47	International...HS-74	....	160	235	.....	9690	S 36x6°	S 40x12°	HaS 152	4–4¾x5½	390.0	36.1	60–1800	H	C	A	3	8¾	3	PC	HS	Zen	G	R-Bo	.....	47
48	International.....W2	....	148	200	.....	8400	S 36x5	S36x10	HaS 151	4–4¼x5½	317.	28.1	60–1800	H	C	A	2¾	8¾	3	PC	HS	Zen	G	R-Bo	D-R	48
49	International...HS-74C	....	160	235	.....	10290	S 36x6°	S 40x12°	HaS 152	4–4¾x5½	390.0	36.1	60–1800	H	C	A	3	8¾	3	PC	HS	Zen	G	R-Bo	.....	49
50	Kleiber.....65	4000	190	192	.....	6200	P 34x7	DP 34x7	Con 18R	6–4x4¼	339.2	38.4	82–2400	L	G	C	2¾	13	7	FP	No	Str	G	R-Bo	A-Bo	50
51	LaFrance-Republic H-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6–3⅞x5	354	36.2	86–2300	L	G	C	2¾	10	4	FP	Ha	Zen	G	D-R	D-R	51
52	Larrabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6–4x4¼	339.	38.4	82–2400	H	C	C	2¾	13	7	FP	No	Zen	G	D-R	D-R	52
53	Moreland.....E7	3520	182	...	15000	6000	P 34x7	DP34x7	Her WXC 2	6–4½x4½	360.8	40.8	73–3000	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	53
54	Natco.....E	....	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6–4⅜x5½	462.	45.9	100–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	54
55	Omort.....35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6–4x4½	339.	38.4	73–2000	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	55
56	Oshkosh.....HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YWC	6–4⅜x4¾	428.0	45.9	90–2000	H	C	S	3	15	7	PC	Ha	Str	M	R-Bo	L-N	56
57	Relay.....60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9¾	4	PC	Bu	Zen	V	A-L	A-L	57
58	Relay.....80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	58
59	Service.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	59
60	Ster. DW15-64.3½–4½	....	163	177	15000	5775	S 36x5	S 36x8	Wau 6XK	6–3¾x4½	298.0	33.7	66–2400	L	G	A	2½	12½	7	FP	Wa	Zen	V	.....	L-N	60
61	Sterling.....DW13-65	....	150	164	13000	5500	S 34x4	S 34x7	Wau 6XK	6–3¾x4½	298.0	33.7	66–2400	L	G	A	2½	12½	7	FP	Wa	Zen	V	.....	L-N	61
62	Stewart.....19X	3690	165	235	.....	7110	S 36x5	S 36x10	Lyc TS	6–3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	62
63	Stewart.....38-6	3990	170	241	.....	7600	B9.00/20	B9.00/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	100–2000	L	G	C	3	12¾	7	FP	Ha	Str	M	D-R	D-R	63
64	Stewart.....38-8	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8–3¾x4¾	420.0	44.4	130–2800	L	G	C	2¾	12¾	5	PC	No	Str	M	D-R	D-R	64
65	Studebaker.....99	3795	184	...	.....	5400	B 7.50/20	DB 7.50/20	Own	8–3⅛x4⅜	337.0	39.6	115–3200	L	G	C	2⅝	9⅛	5	PC	No	Str	V	R-Bo	D-R	65
66	Walter.....FKD	6300	Op	118	20000	3000	B 9.00/24	DB9.00/24	Own 6	6–4½x4¾	404.0	43.4	80–1800	L	G	C	3	13¼	7	PC	On	Str	V	D-R	D-R	66
67	Ward La France .30B	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Own	8–3⅜x4½	322	36.4	100–2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	67
68	Ward La France 30RU	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	381	40.8	83–2200	L	G	C	2½	12½	7	FP	Ha	Str	P	D-R	D-R	68
69	White.....55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	69
70	White.....631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3A	6–4x5¼	396	38.4	72–1800	H	C	S	3	13½	7	FP	Own	Zen	M	D-R	D-R	70
71	White....641-3½ Ton	6450	180	214	24000	9700	B9.25/20	DB9.25/20	Own 1AB	6–4⅝x5¾	519	45.9	96–1800	H	C	S	3	15¼	7	FP	Own	Zen	E	L-N	L-N	71
72	Wichita.....6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6–4⅝x5½	462	46.0	97–2000	L	G	C	3	13½	7	CC	Wa	Str	M	D-R	D-R	72
73	Witt-Will.....R3B	....	159	...	15500	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	73
74	Witt-Will.....R35	4200	159	...	16800	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	74
	4 Ton																									
75	Acme.....8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6–4½x4¾	381	40.8	89–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	75
76	Amer. La France. 12R	....	Op	160	20000	7500	P 36x8	DP36x8	Own	6–4½x5½	411.0	40.8	75–1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	76
77	Armleder.....41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6–4x4½	339	38.4	73–2000	L	G	B	2⅝	....	7	PC	Ha	Zen	V	A-L	A-L	77
78	Atterbury.....C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6–4½x4¾	381	40.8	85–2400	H	C	N	2¾	12⅛	7	PC	Ha	Zen	V	D-R	D-R	78
79	Available.....T-45	....	Op	Op	20000	6800	B 9.75/20	DB9.75/20	Wau 6AB	6–4½x5¾	549	38.4	100–2000	L	G	C	3½	14	4	FP	Wa	Str	V	D-R	D-R	79
80	Brockway..195, 3-4T	....	170	224	19500	7500	P 38x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	80
81	Chicago.....1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6–4½x5½	462	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	81
82	Clinton.....90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2½	11⅞	3	PC	Bu	Zen	V	Spl	D-R	82
83	Clinton.....90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2½	11⅞	3	PC	Bu	Zen	V	Spl	D-R	83
84	Commerce.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	84
85	Condor.....GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	H	C	C	2½	13⅛	7	PC	No	Zen	M	A-L	A-L	85
86	Corbitt. 24W6 4-5 Ton	....	195	230	24500	9200	P 38x9	DP38x9	Con 20R	6–4½x4¾	381	40.8	85–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	86
87	Day Elder.....200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6–4x4¼	339.3	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	87
88	Diamond T. 750–4, 5 T	4800	178	238	24000	9000	B 9.75/22	B 9.75/22	Her YXC4	4–4½x5½	529	51.3	124–2200	L	G	C	3	....	7	PC	Ha	Zen	M	A-L	A-L	88
89	Fageol.....445	5650	183	216	.....	9300	P 36x6	DP36x6	Wau DU	4–4½x6¼	398	32.4	54–1500	L	G	A	2½	9¾	3	PC	Wa	Zen	V	D-R	D-R	89
90	Fageol.....485	6400	184	217	.....	9800	P 36x6	DP36x6	Wau AB	6–4½x5¾	549	48.6	100–2000	L	G	A	3½	11¾	4	PC	Wa	Zen	V	D-R	D-R	90
91	Fageol.....470	5750	183	216	.....	9525	P 36x6	DP36x6	Wau 8RL	4–4¾x5½	462	45.9	89–2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	91
92	Fisher-Stand. Super 6	....	156	206	21000	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	92
93	Fisher-Stand. Sup.3½	....	156	206	21000	7100	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	93
94	Fisher-Stand. Super 6	....	156	206	22000	7200	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	94
95	Fisher-Stand. Sup. 3½	....	156	206	22000	7500	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	95
96	Freeman.....BA-144	5800	144	144	.....	8400	P 36x8	DP36x8	Bud BA6	6–4½x5½	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Str	E	R-Bo	R-Bo	96
97	FWD.....8SU	5220	148	Op	17500	7500	P 38x9	P 38x9	Wau 8RL	6–4⅜x5½	462.0	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	Els	NE	97
98	Garford.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	98
99	(X)Gen. Mot.....F-31	1845	141	181	14000	4575	P 32x6	DP32x6	Own 257	6–3⅛x4⅜	257.5	78.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	99
100	(X)Gen. Mot.....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	100
101	(X)Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	101
102	(X)Gen. Mot.....T51	2565	155	200	19000	6100	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	102
103	(X)Gen. Mot.....T55	2690	155	200	19000	6150	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	103
104	Gotfredson...RW 84A	....	160	180	.....	8400	P 347	DS40x7	Bud YBUI	4–4¼x6		32.4							4	PC	Pe	Str	M	R-Bo	D-R	104
105	Gramm.....GY	....	190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	105
106	G-P 75-6, 4-6.....	4220	154	191	19000	6900	B9.75/20	DB9.75/20	Wau SRL	6–4⅝x5½	462.	45.9	100–2400	L	G	C	3	13⅛	7	....	Wa	Str	M	A-L	A-L	106
107	G-P 75-8 4-6.....	4185	174	Op	19000	6900	B9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	420	45.0	135–3000	L	G	C	3	11½	5	....	....	Str	M	A-L	A-L	107
108	Hahn-Seiden.....47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	108
109	Hendrickson.....U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6–4½x5½	411.0	40.8	73–2000	L	G	C	2½	9¾	4	FP	Bu	Zen	M	A-L	A-L	109
110	Indiana....195, 3-4 T	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	110
111	Kenworth.....185	4750	183	211	.....	7300	P 36x8	DP36x8	Her YXC	6–4½x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	D-R	111
112	Kenworth.....205	5850	172	223	.....	7700	P 36x8	DP36x8	Bud GL6	6–4½x6	572.5	48.6	114–1900	L	G	C	3	10⅞	4	PC	Bu	Zen	M	D-R	D-R	112
113	Kenworth.....220	5200	194	221	.....	8400	P 36x8	DP36x8	Her YXC2	6–4½x4¾	453.0	48.6	98–2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	113
114	Kleiber.....657	4500	202	...	.....	7500	P 36x8	DP36x8	Bud BA 6	6–4½x5½	411	40.0	90–2000	L	G	C	2½	10	4	PC	....	Str	V	R-Bo	.....	114
115	LaFrance-Republic M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau 8RL	6–4½x5½	462.0	46.0	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	115

Line Number	Radiator Make	Clutch	Gear Set				Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universals Make and No.	Make and Model	Final Drive and Type	Gear Ratios: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																						3 Ton -- Cont'd			
1	MeC	D.B-L	Own	U	4	2	Clc	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86½	59	40½	38x2½	50x3	N	1
2	MeC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros		C			40½	38x2½	54x3	N	2
3	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56200 H	BF	R	6.17	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	3
4	Lon	D.B-L	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H				Han			156	97½					4
5	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1		B4IM		TX	Ros	9x2¾x	C	113	80¼	32	40x3	56x3	½	5
6	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM		TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	6
7	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV		TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	7
8	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV		TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	8
9	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8¼x3x½x	C	148½	93½	34½	40½x3	56x3½	½	9
10	.....	dp.O'n	Own 78	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 9D	O4IA		CI	Ros	8½x3x½x	C	156	91¾	34¼	42x3	56x3½		10
11	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4HIV		CI	Ros	7½x2½x	C	107½	67½	34	41x2½	54x3½	N	11
12	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34	42x3	56x3½		12
13	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58000H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3		13
14	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65001H	WF	H	7.0	37.4	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3		14
15	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	15
																							3½ Ton			
16	Per	D.B-L	B-L 51 5	U	5	No	Blo	Wis 8817B	2F	H	9.4	56.1	Shu 510	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	16
17	G&O	P.B&B	Own	A	4	....	Spi	Tim 65706BY	WF	..	6.00	66.0	Tim 15733BY				Ros			Opt	Opt					17
18	Per	D.B-L	B-L 51–5	U	5	....	Spi 500	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765		Ros	8x3¼x¼		221	132	34	40x3	56x3½		18
19	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	19
20	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	20
21	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	21
22	Own	dp.Lon	Own T	U	12	A 2	Spi	Own T'E	2F	H	7.09	40.1	Tim 26450	L04ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	22
23	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8¼x3x	T	142	84	34½	40x2½	54x3	½	23
24	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH		RI	Ros	8x3¼x¼	T			33¼	43½x3	51¼x3	N	24
25	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM		TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	25
26	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					26
27	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½		Opt	Opt	32¼	38½x2½	50½x3		27
28	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	R	R	8.00	86.0	Own	OP4M		TX	Woh	6x3x¼	C			39	44x3	44x3	N	28
29	Lon	P.B&B	B-L 55	A	7	No	P-S 4	Tim65706 HP	WF	R	6.8	84.6	Own	L4IHV	767	TT	Ros	7½x3½x¼	C	119	81¼	34	42x2½	54x3	½	29
30	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	30
31	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	31
32	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	32
33	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	33
34	Lon	D.Ful	Ful H U 16	U	8	A 2	BC	Own	I	R	8.53	155	Own	OF4XM	336	RX	Woh	7x3½x½		100	72½	32	54x3	52x4		34
35	Per	O. H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x½	C	132	93	36	42¾x2½	52¾x2½	½	35
36	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					36
37	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	37
38	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	38
39	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	39
40	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x½	P			32½	40x2½	54x3	½	40
41	MeC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x½	C			32½	40x2½	54x3	½	41
42	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733- H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3		42
43	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH		CD	Ros	10x3½x½	T				40..3	58x3½	½	43
44	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4		CD	Ros	10x3½x½	T				40x3	58x3½		44
45	You	D.B-L	B-L 55	A	7	No	Blo 3	Wis 1237Q	2F	H	8.84	85.1	Shu 610	W2IM	420	TD	Ros	7x3½x¼	T	96½	64½	34½	41 ½x2½	54½x3	¼	45
46	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8¼x3x	T	142	84	34½	40x2½		½	46
47	Own	P.Own	Own	U	5	No	Own	Eat 74	2F	H	7.85	70.5	Eat 74F	BE4IM	850	4I	Own	8x3x¼	T	120	81¼	34	44x3	58x4	½	47
48	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41¼x3	56x3½	½	48
49	Own	P.Own	Own	U	5	No	Own	Own	CD	B	8.81	79.1	Eat 74F	BO4IM	736	4I	Own	8x3x¼	T	120	81¼	34	44x3	54x4	½	49
50	Own	D.B-L	B-L 55	U	4	No	Spi	Tim 65001H	WF	R	7.75	41.5	Tim 15733H	L4IHV	676	FD	Ros	7x3½x½	C	170	106	34	44x2¼	52x3	½	50
51	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV		FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	½	51
52	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	52
53	Lon	D.Own	B-L 51	U	4	A 4	Pet	Tim 65001 H	WF	H	7	36.1	Tim 15733 H	L4IH		TD	Ros	9x3x¼x¼	C	156	199	34	39½x2½	54x3	½	53
54	Mod	D.B-L	B-L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3		54
55	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH		TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	55
56	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½		113¼	83¼	34	2½x44	50x3	½	56
57	Lon	Ful	Ful VU	U	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3		57
58	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302				Ros			144	94½					58
59	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					59
60	Hex	D.B-L	B-L 51	U	4	Op	Spi	Tim 65000 H	WF	R	8.5	45.5	Tim 15733 H	L4IHV	387	TX	Ros	7x2x¼	C	149¾	85¾	34	48x3	54x3	½	60
61	Hex	D.B-L	B-L 51	U	5	No	Spi	Wis 8317L	WF	R	8.25	49.2	Shu 5429	L4IH	398	TX	Han	6x2x¼	C	122¾	72¾	33½	48x3	54x3	½	61
62	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM		TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	62
63	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV		TX	Ros	9x	C	142	84½	32	40x3	56x3	½	63
64	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV		TX	Ros	9x	C	142	84½	32	40x3	56x3	½	64
65	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8x3x	C	143⅜	91¾	41½	38x2½	56¾x3	N	65
66	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	66
67	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46.0	Tim 15733H	L4IHV		TX	Ros	7x3½x	C	Opt	Opt	33	40x2½	60x3	½	67
68	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46	Tim 15733H	L4IHV		TX	Ros	7x3½x	C	Opt	Opt	33	40x2½	60x3	½	68
69	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51¼x5		69
70	.....	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV		CI	Ros	8x3x¼	C	109¾	74¾	34	42x3	56x3½		70
71	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	FD	R	7.16	46.9	Own 9D	O4IA		CI	Ros	8½x3½x½	C	156	91¾	34	42x3	56x3½		71
72	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	C	143¾	91¾	30	40x2½	56x3	½	72
73	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 56001H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	73
74	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	7.00	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	74
																								4 Ton		
75	Per	B-L	B-L 60-4	A	4	....	Spi	Tim 6570H	WF	R	7¼	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	75
76	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.1	49.0	Tim 15733BY	B4IM		TD	Ros	9x2½x¼	T			33	42x2½	54x3	¼	76
77	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	..		Shu 5572	L4IHV		CD	Ros	7x3x¼	C	.....	.....		40x2½	62½x3		77
78	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103¼	34	41½x3	54x3½	½	78
79	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA		TD	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3	½	79
80	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8¼x3x	T	142	84	34½	40x2½	54x3	½	80
81	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x	C	Opt	Opt	34	44½x2½	54½x3		81
82	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	82
83	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	83
84	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					84
85	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM		FD	Ros	8¼x3½x¼	C	176½	119¼	41½	44x2½	60x3		85
86	Per	D B-L	B-L 55	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	655	2I	Ros	8x3½x¼	T	162	109	34	46x3	60x3½		86
87	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65706H	WF	R	7¾	43.5	Tim 35000H	L4IHV	489	TD	Ros	7x4x¼	T	134¾	77¼	35	42x2½	56x3	½	87
88	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x½	P	138	89¼	34	46x3	56x3½	½	88
89	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV		TX	Ros	8x3x	C	168	101⅓		44x3	60x3½	N	89
90	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV		TX	Ros	8x3x	C	168	95¾		44x3	60x3½	N	90
91	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV		TX	Ros	8x3x	C	168	101⅓		44x3	60x3½	N	91
92	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	92
93	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	93
94	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	94
95	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x½	C	144	79½	32	43x2½	54x3	½	95
96	Lon	D.Ful	Ful H U 16	U	8	.....		Own	I	..	8.53	155	Own				Woh			100	72½					96
97	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x½	C	132	93	36	42¾x2½	52¾x2½	½	97
98	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½					98
99	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	99
100	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	100
101	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6½x3x	P	107	59	34	38x2½	50x3	½	101
102	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	102
103	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	103
104	MeC	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H				Ros									104
105	Per	D.Jon	Cov Rus	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM		FD	Ros	8¼x3¼x¼	C	176¼	119¼	41½	44x2½	60x3	½	105
106	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH		CD	Ros	11x3½x½	T				40x3	58x3½	½	106
107	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH		CD	Ros	11x3½x½	T				40x3	58x3½	½	107
108	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R			Tim 15733 H	L4IHV		TD	Ros	6x3½x¼	P	110		34	40x2½	56x3	½	108
109	Chi	D.B-L	B-L 60-7	A	7	No	Spi 600	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV		FX	Ros	8x3x	P	Opt	Opt	36	43x3	53x3½	N	109
110	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8		Shu	L4IHV.	471	CD	Ros	8¼x3x	T	142	84	34½	40x2½	54x3	½	110
111	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	150	100¼	33½	42x2½	56x3	½	111
112	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x	T	132	85⅝	33¼	42x2½	56x3	½	112
113	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	..	7.8	74.0	Tim 15733H	T4IHV	649	FD	Ros	9x3x¼		162	111	33¼	42x2½	56x3½	½	113
114	Fed	D.B-L	B-L	A	7	A	Spi	Tim 65706H	WF	R	Opt		Tim 15733	T4IHV	870	TD	Ros	7x3¼x	P			34	44x2½	52x3	½	114
115	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	7.2	51.0	Tim 35020H	L4IHV		FD	Han	8x3x¼	C	133	85¼	32	39x2½	60x3½	½	115
116	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x	P	154½	99½	37	44x3	56x3	½	116

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Larrabee 75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.8	40.8	89–2400	H	C	C	2¾	13¼	7	FP	No	Zen	G	D-R	D-R	1
2	Maccar 66	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	90–2400	L	G	C	2½	8¼	4	PC	Bu	Str	V	D-R	D-R	2
3	Maccar 66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4½x4¾	479.0	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	3
4	Maccar BC	5250	154	190			P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103–2600	L	G	C	N	12¼	7	FP	Bu	Str	V	R-Bo	N-E	4
5	Mack 4						P 34x7	DP34x7	Con 20R	6-4½x4¾	381	40.8	88–2400	H	G	C	2¾	13⅝	7	FP	Co	Str	V	A-L	A-L	5
6	Noble 166C	4500	180	207	19870	8670	P 34x7	B10.50/20	Her YXC4	6-4½x5¼	501.0	48.6	106–2000	L	G	C	3	14	7	PC	Ha	Str	V	R-Bo	L-N	6
7	Oshkosh HXC	5675	146	165	19700	8200	B10.50/20	DB10.50/20	Own	6-4½x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	7
8	Pierce-Arrow PX		160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4¾x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Bu	Zen	V	A-L	A-L	8
9	Relay 100AC	6615	230			8800	P 38x7	DP38x8	Bud BA 6	6-4¾x5¾	411	40.8	83–2100	L	G	C	2½	13¼	4	PC	Bu	Zen	V	A-L	A-L	9
10	Schacht 40		174	199		7100	B 9.00/20	DB 9.00/20	Her WXC	6-4x4½	339	38.4	73–2200	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	10
11	Schacht.. De Luxe 30		174	199		8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411	40.8	83–2100	L	G	C	3	13⅞	7	FP	Wa	Str	V	D-R	D-R	11
12	Service 80	5330	175	192		8400	S 36x6	DB9.00/20	Wau SRL	6-4½x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	V	D-R	D-R	12
13	Ward La France .35R		Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	13
14	Ward La France .4E6		Op	Op	21000	8100	B 9.00/20	DB9.00/20	Own 1AB	6-4½x5¾	519	45.9	96–1800	H	C	C	3	15¼	7	FP	Ha	Own	E	L-N	L-N	14
15	White 642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Con 20R	6-4½x4¾	381	40.8	88–2200	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	15
16	Witt-Will R4	4440	159	...	21600	8000	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427	45.9	100–2600	H	C	N	2¾	13	7	FP	No	Zen	E	D-R	D-R	16
17	Witt-Will R4X	4600	159	...	21600	8000	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	17
	4½ Ton																									
18	(X) Gen. Mot. T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3¼x4¼	257.5	28.3	76–2500	H	G	C	2¾	8⅛	4	PC	Ha	Mar	M	D-R	D-R	18
19	(X) Gen. Mot. T51	2565	155	200	19000	6100	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	19
20	(X) Gen. Mot. T55	2690	155	200	19000	6150	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Zen	M	D-R	D-R	20
21	Gotfredson RW96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4½x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	21
22	Gotfredson RD96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4½x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	No	Zen	G	D-R	D-R	22
23	Larrabee 85	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4½x4¾	424.4	45.9	97–2400	H	G	C	2¾	13⅛	7	FP	Wa	Zen	V	.....	L-N	23
24	Ster. DW18-64.4½-6½		166	180	18000	6850	S 36x5	S 36x10	Wau 6KS	6-4x4¾	358	38.4	71–2000	L	G	C	3	13⅞	7	FP	Wa	Str	V	L-N	L-N	24
25	Ster. DC19-64.4½x5½		163	177		6500	S 36x5	S 36x10	Wau 6XK	6-3¾x4½	298.2	33.7	61–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	25
	Ward La France .45D		Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4½x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP						
	5 Ton																									
26	Acme 10X		194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105–2000	L	G	A	3	13¼	7	PC	Pe	Str	M	A-L	A-L	26
27	Am. La Fra. 12R		160	Op	22000	7500	B9.75/20	DB9.75/20	Own	6-4½x6	572.5	48.6	115–1600	L	G	C	3	9½	4	FP	Bu	Zen	V	D-R	D-R	27
28	Am. LaF. Big.. Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x5½	410.9	40.8	75–1800	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	28
29	Armleder 61		Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4½x4½	360	40.8	80–2200	L	G	C	3	.....	7	FP	Ha	Zen	V	A-L	A-L	29
30	Atterbury 100		223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4¼x4¾	428.4	45.9	101–2400	H	G	C	2¾		7	FP	Pe	Str	V	A-L	A-L	30
31	Atterbury C	5500	172	186	26000	9500	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	31
32	Autocar 3½ & 5T.	6100	192	242	26000	9300	P 38x9	DP38x9	Own	6-4¾x4¾	453	48.6	101–2400	L	G	C	3	11½	4	FP	Wa	Zen	V	D-R	D-R	32
33	Autocar TFA		Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125–2000	L	G	C	N	13⅛	7	CC	KP	Zen	M	A-L	A-L	33
34	Available T-50		Op	Op	22000	8200	P 40x8	DP40x8	Con	6-4¼x4¾	427.5	45.9	100–2400	H	G	C	2¾	12⅛	3	PC	Bu	Zen	V	Spl	A-Bo	34
35	Brockway 220–4-5T		170	224	22000	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½	12⅛	3	FP	Bu	Zen	V	Spl	A-Bo	35
36	Clinton 120L	5500	204	Op	27050	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	36
37	Clinton 120LM		204	Op	27150	9650	S 36x6	P 42x9	Bud BA6	6-4½x5½	411	40.8	105–2200	L	G	C	2½	10⅜	4	FP	Bu	Str	V	D-R	D-R	37
38	Coleman. X-100 5-6 T.		144	184	24300	11200	P 42x9	P 42x9	Bud GL	6-4½x6	572.5	48.6	120–2000	L	G	A	3	9⅛	4	PC	Pe	Zen	V	A-L	A-L	38
39	Coleman X-100F 5-7½		144	184	29800	11300	P 42x9	P 42x9	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Pe	Zen	V	A-L	A-L	39
40	Commerce 100	58.0	175	192		9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	611.4	54.1	127–2300	L	G	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	40
41	Condor CHB		210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4½x4¾	428	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	Pe	Zen	V	D-R	D-R	41
42	Condor CGW		157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4½x4¾	381	40.8	88½–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	42
43	Corbitt 24W6		195	230	24800	9200	P 38x9	DP38x9	Con 20R	6-4½x4¾	427.5	45.9	100–2600	H	C	C	2¾	12⅛	7	FP	Co	Zen	E	L-N	L-N	43
44	Day Elder 240	5500	162	202	24000	9300	P 38x9	DP38x9	Con 21R	6-4½x6	572.5	48.6	114–1900	L	G	C	3	12⅝	4	PC	Bu	Zen	E	L-N	L-N	44
45	Douglaas F4	5525	185	Op	26000	9200	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61–1400	L	G	C	C	3	10⅜	4	FP	Bu	Str	V	A-L	A-L	45
46	Douglaas F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	105–2200	L	G	C	3	10⅜	4	FP	Co	Zen	V	D-R	D-R	46
47	Duplex M 5-7 Ton	7600	Op		28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	90–2200	L	G	C	3	13⅛	7	PC	Co	Zen	M	D-R	D-R	47
48	Federal 4C6A 4-5 T.	4735	192	231	22000	8330	P 36x8	DP 36x8	Con 20R	6-4½x4¾	381	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	V	D-R	D-R	48
49	Federal 4C6AB 4-5 T.	4960	192	231	22000	8850	P 36x8	DP36x8	Con 21R	6-4½x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	PC	Bu	Str	V	R-Bo	R-Bo	49
50	Fisher-Standard 100C		200	240	25000	9000	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	83–2000	L	G	C	2½	9⅛	4	PC	Bu	Str	V	R-Bo	R-Bo	50
51	Freeman BA-156	5900	156			8490	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	83–2000	L	G	C	2½	9⅛	4	PC	Bu	Str	E	P	N-E	N-E	51
52	Freeman BA-186	6000	186	186		8550	P 36x8	DP36x8	WauSRL	6-4½x5½	462	45.9	102–2200	L	G	C	2½	13⅛	7	PC	Bu	Zen	V	A-L	A-L	52
53	F.W.D. M5	7600	165	Op	24000	11000	B 12.75/20	B 12.75/20	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Ha	Mar	M	D-R	D-R	53
54	Garford 100	5830	175	192		9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Ha	Mar	M	D-R	D-R	54
55	(X) Gen. Mot. T51	2565	155	200	19000	6100	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	55
56	(X) Gen. Mot. T55	2690	155	200	19000	6150	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	56
57	(X) Gen. Mot. T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	57
58	(X) Gen. Mot. T61	3445	154	200	22000	6925	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	58
59	(X) Gen. Mot. T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2¾	8⅜	4	PC	Ha	Str	M	D-R	D-R	59
60	(X) Gen. Mot. T85	5570	171	204	26000	10280	P 36x8	DP36x8	Own 468	6-4¼x5½	468	43.4	115–2200	H	G	A	2¾	14⅜	7	FP	Pe	Str	M	D-R	D-R	60
61	Gotfredson RW-86A		Op				P 38x9	DP38x9	Her YXC3	6-4¼x4¾	478.8	51.2	105–	L	G	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	61
62	Gramm GW 5-7½		157	240	25000	9500	B9.00/20	DB9.00/20	Con 21R	6-4¼x4¾	428.0	45.9	100–2200	H	G	C	2¾	13⅛	7	PC	Pe	Zen	M	A-L	A-L	62
63	Gramm HY, 5-6½		210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¼x5½	611.4	54.1	127–2300	L	G	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	63
64	Gramm-Bernstein HV		162	212	24000	8700	P 36x8	DP36x8	Con 21R	6-4¼x4¾	427	45.9	102–2400	H	G	C	2¾		7	FP	No	Zen	M	A-L	A-L	64
65	Hahn & Selden 67		151	184	23500	8700	P 36x8	DP36x8	Bud BA6	6-4¼x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	M	A-L	A-L	65
66	Hug C97, 97		133	213	26000	11000	P 38x9	DP38x9	Con	6-4¼x5½	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	66
67	Indiana 220 4-5T		170	224	22000	8200	P 36x8	DP36x8	HaS 152	6-4¼x5½	390	36.1	60–1800	H	G	A	3	8⅝	3	PC	HS	Zen	G	R-Bo	D-R3	67
68	International HS-104C		160	235		10595	S 36x6°	S 40x14	Ha S152	4-4¼x5½	390	36.1	69–1800	H	G	A	3	8⅝	3	PC	HS	Zen	G	R-Bo	.....	68
69	International W-3		160	235		10125	S 36x6°	S 40x12°	Ha S152	4-4¼x5½	390	36.1	69–1800	H	G	A	3	8⅝	3	PC	Ha	Zen	V	D-R	D-R	69
70	Kenworth 240	5450	170	221		8400	P 36x8	DP36x8	Her YXC3	6-4½x4¾	478	51.2	103–2200	L	G	C	3	15	7	PC	No	Str	V	R-Bo	D-R	70
71	Kleiber 66	5000	206			9435	B 9.75/20	DB9 75x20	Con 21R	6-4½x4¾	428.4	45.9	100–2600	H	G	C	N	13⅛	7	PC	Pe	Str	M	A-L	A-L	71
72	Lange 86	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	90–2200	L	G	C	2¾	15	4	PC	Pe	Str	V	R.Bo	D-R	72
73	Maccar 86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75–2200	L	G	C	3		4	FP	Pe	Str	V	D-R	D-R	73
74	Maccar 86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4¼x4¾	479.8	51.3	102–2000	L	G	C	2¾	15	4	PC	Pe	Str	V	Elis	D-R	74
74	Maccar GI		186	204		8975	S 36x6	DS40x6	Wis RBU	4-5x8	471.2	40.0	64–1600	L	G	C	2¾		7	FP	Ha	Str	V	D-R	D-R	74
75	Mack BC 5500		154	190			P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103–2600	L	G	S	3½	12⅛	7	PC	Ha	Str	V	R-Bo	N-E	75
76	Mack BJ 6150		169	240			P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	N-E	76
77	Mack AK 5150		162	228			S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	77
78	Mack AK 5250		162	228			S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Own	V	R-Bo	R-B	78
79	Mack AK 6450		174	240			S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	79
80	Mack AC 4950		156	240			S 36x5	DS40x5	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	80
81	Moreland EX-7	4325	182		19000	6500	B 9.00/20	DB9.00/20	Own 6	6-4½x5½	462	45.9	100–2400	L	G	C	3	13⅞	7	PC	No	Zen	M	A-L	A-L	81
82	Neteo FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her YXC4	6-4½x5½	529.0	51.3	112–2000	L	G	C	3	15	7	PC	Ha	Str	M	R.Bo	L-N	82
83	Oshkosh HXC		160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4¾x4¾	479.	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	83
84	Pierce-Arrow PY					10000	B 9.00/24	DB9.00/24	Con 21R	6-4¾x4¾	428.4	45.9	100–2200	L	G	C	2¾	13⅛	7	PC	Mo	Zen	V	A-L	A-L	84
85	Relay 100AC	6615	230			8000	B 9.75/20	DB9.75/20	Her WXC2	6-4¼x4½	360.8	40.8	80–2200	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	85
86	Schacht De Luxe 40		174	199		9600	S 36x6	S 40x14	Bud BA6	6-4¼x5½	411	40.8	83–2100	L	G	C	3	12⅛	4	PC	Bu	Zen	V	D-R	D-R	86
87	Service 100	5830	175	192		9340	S 36x6	DS36x6	Wau 6SRL	6-4½x5½	462	45.9	100 2000	L	G	C	3	10⅜	4	PC	On	Str	V	R-Bo	D-R	87
88	Stewart 31X	4990	165	235		9000	B 9.75/24	DB9. 75/24	Own 6	6-4½x5½	549	4	6 100–1800	L	G	C	3	11⅛	7	FP	Wa	Str	V	D-R	D-R	88
89	Walter FHS	7600	Op	136	26000	9600	S 36x6	DS40x7	Wau SRL	6-4½x5½	462	45.9	97–2000	L	G	C	3	11⅛	4	FP	Wa	Str	P	R.Bo	D-R	89
90	Ward La France .50C		Op	Op	24000	9800	S 36x6	DS40x7	Wau AB	6-4¼x5½	548.7	48.6	100–1800	L	G	C	3	11⅛	4	FP	Wa	Str	V	Elis	L-N	90
91	Ward La France..6B6		Op	Op	28000	9409	S 36x6	S 40x12	Own GRB	6-4¼x5½	326.3	28.9	54–1600	L	G	S	2¾	11⅛	3	FP	On	Zen	V	.....	L-N	91
92	White 52	5100	174	215	28000	8737	S 36x6°	DS40x6	Own GRB	6-4¼x5½	326.3	28.9	96–1800	H	C	S	3	11⅛	3	FP	Own	Zen	V	L-N	L-N	92
93	White 55	4765	174	215		9000	P 38x9	DB10.50/24	Own 1AB	6-4½x5¾	519	45.9	96–1800	H	C	N	2¾	13⅞	7	FP	No	Zen	E	D-R	D-R	93
94	White 643-5 Ton	6950	180	214	32000	10900	B10.50/24	DP38x9	Con 20R	6-4¼x4¾	381	40.8	88–2400	H	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	94
95	Witt-Will R5	5300	159		24000	9000	P 38x9	DP38x9	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2¾									95
96	World DB-115	3895	165	191	20000	6550	P 36x8	DP36x8																		96
	5½ Ton and More																									
97	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50–1200	L	G	C	2¾	9⅛	3	FP	Bu	Zen	V	D-R	D-R	97
98	Autocar F 7½ Ton	6800	173	214	32000	11000	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	N	14½	7	FP	Pe	Str	V	D-R	L-N	98
99	Brockway 250		182	224	25000	10000	P 40x8	DP40x8	Con	6-4½x5¾	427.5	45.9	100–2400	H	G	C	3	13⅛	7	FP	Pe	Str	M	A-L	L-N	99
100	Brockway 290-7½-10T		182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116–1800	L	G	C	3	13⅛	7	FP	Pe	Str	E	L-N	D-R	100
101	Clinton. 120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½	12⅛	3	FP	Bu	Sch	V	Spl	N-E	101
102	Coleman F-200 7½ Ton		144	184	32000	13750	P 44x10	DP44x10	Sterling	6-5½x6	779.3	66.1	177–2200	L	G	C	2¾	9⅞	4	PC	Bu	Zen	V	A-L	A-L	102
103	Commerce 100 ZB	5830	175			9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2¾	13⅛	4	FP	No	Zen	V	D-R	D-R	103
104	Corbitt 5-7 T. 33W6		195	230	33200	10000	S 36x6	DS40x6	Con 21R	6-4¼x4¾	427.5	45.9	100–2600	H	C	C	2¾	13⅛	7	FP	Pe	Zen	M	D-R	D-R	104
105	Federal X8 7½ Ton	5085	162	186	28000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61–1350	L	G	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	105
106	Federal X8R 7½ Ton	5810	162	186	28000	10000	P 40x8	DP40x8	Con 21R	6-4½x4¾	427.5	45.9	100–2200	L	G	C	2¾	13⅛	7	PC	Wa	Zen	M	D-R	D-R	106
107	F.W.D. M7 7½ Ton	8700	165	Op	32250	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	127–2000	L	G	C	3	11⅛	4	FP	Bu	Str	E	R-Bo	R-Bo	107
108	Freeman .GL 7½ Ton	7200	156			10000	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114–2200	L	G	C	3	10⅜	4	FP	Bu	Str	E	R-Bo	R-Bo	108
109	Freeman GL 186	7400	186				P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114–2200	L	G	C	3	10⅜	4	FP	Bu	Str	E	R-Bo	R-Bo	109
110	Freeman. BA8-156 5-T	6650	156			8650	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83–2000	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	110
111	Freeman BAS186 5½-7	6750	186			8900	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Str	E	R-Bo	A-L	111
112	Garford 100ZB	5830	175			9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	112
113	(X) Gen. Mot. T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	113
114	(X) Gen. Mot. T55	2750	155	200	19000	6300	B 9.00/20	DB9.00/20	Own 331	6-3¾x5.	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	114

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4 Ton Cont'd			
1	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	½	1
2	Own	D.B-L	B-L 55	A	4 A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	. . .	TX	Ros	7x3¼x¼	C	151	95	33	42x3	56x3	½	2
3	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	W84IA	. . .	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	3
4	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8x2½x¼	T	120	73	33½	43½x3	56½x3½	. .	4
5	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65706HP	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3¼	C	134	103½	34	46x3	54x3	N	5
6	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	142	2I	Han	7x2½x½	C	113¼	83½	34	44x2½	30x3	½	6
7	Lon	P. Lon	Cov	A	4	No	Cle	Tin	. . .	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x	C	132½	78½	34	41x3	56x3½	½	7
8	Lon	P.B&B	Cov S HO	A	8	. . . .	Blo	Own 74	2R	. .	9.95	84.2	Tim16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	8
9	You	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31¼	40x2½	50x3	½	9
10	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim66700DP	WF	. .	10.3	98.2	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	10
11	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65720H	WF	R	Opt	Opt	Tim 15733H	L4IHV	. . .	TX	Ros	7x3½x½	C	Opt	Opt	33	40x2½	54x3	½	11
12	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65706D	WF	R	Opt	Opt	Shu 5550	T2IMV	. . .	TX	Ros	7x3½x½	C	Opt	Opt	33	40x2½	54x3	½	12
13	. .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	. . .	CI	Ros	8½x3½x¼x½	C	156	91¼	34½	42x3	52x5	N	13
14	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	7.25	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	14
15	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	6.8	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	15
16	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	16
																								4½ Ton		
17	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34	38x2½	50x3	½	17
18	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	18
19	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	19
20	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	F	R	9.5	90.2	Tim 26450H	L4IH	. . .	FD	Ros	8x3½x	C	. . . .	. . . .	32½	40x2½	54x4	½	20
21	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 76720dh	F	R	9.1	86.5	Tim 26450H	L4IH	. . .	FD	Ros	8x3½x	C	. . . .	. . . .	32½	40x2½	54x4	½	21
22	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	. . .	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	22
23	Hex	D.B-L	B-L 55	U	4	Op	Spi	Tim 65704	WF	R	8.5	85.5	Tim 15300	O2IM	500	TX	Ros	7x2x¼	C	147	86	34	48x3	54x3	½	23
24	Hex	D.B-L	B-L 51	U	4	. . . .	Har	Own	CD	. .	. .	57.8	Tim 15300	. . .	. . .	. .	Ros	. . . .	. .	149¾	85¾	33	. . . .	. . . .	. .	24
25	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	. . .	TX	Ros	7x3½x	C	Opt.	Opt.	33	40x2½	56x3½	½	25
																								5 Ton		
26	Per	B-L	B-L 60-7	A	7	. . . .	Spi	Tim 66720Tu	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x¼	P	168	105¼	34	44x3	54x3½	½	26
27	G&O	P.B&B	Own	A	4	U2	Spi	Tim66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	. . .	TD	Ros	9x2½x¼	T	Opt	Opt	33	42x2½	54x3	½	27
28	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	. . .	TX	Own	9½x2½x3x¼	T	Opt	Opt	33	44x3	56x3	¼	28
29	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	. .	. .	Shu 5572	L4IHV	. . .	C	Ros	8x3x¼	C	. . . .	. . . .	. .	40x2½	62½x3	. .	29
30	Per	D.B-L	B-L 55-7	A	7	. . . .	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	. . .	Ros	9x3¼x¼	C	221	133	34	40x3	56x4	. .	30
31	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158½	88½	34½	42½x3	54½x4	½	31
32	Own	dp.Lon	Own T	U	12	A	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	32
33	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9¼	90.0	Shu 638	B4IA	. . .	FD	Ros	8x2¼x	P	Opt	Opt	36	42x3	52x3½	½	33
34	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3½	N	34
35	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	½	35
36	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	36
37	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	. . .	TD	Ros	14x2¾x1¼	C	168	105	30	48x3½	52x3½	C	37
38	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	. . .	TD	Ros	14x2¾x1¼	C	168	105	30	48x3½	52x3½	C	38
39	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	39
40	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	. . .	FD	Ros	8¼x3½x¼	C	198½	141½	41½	44x3	60x4	. .	40
41	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	41
42	Per	D.B-L	B-L 60	A	7	. . . .	Spi	Tim66704DH	WF	H	Opt	Opt	T2IMV	695	2I	Ros	8x2½x¼	T	162	109	34	46x3	60x3½	½	42
43	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¼x½	T	132¾	78¾	37	48x3	60x3½	½	43
44	Own	D.Ful	Ful HU18	U	4	. . . .	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2¾x½	T	216	130	36	45x3	54x4	½	44
45	Own	D.Ful	Ful HU18	U	4	. . . .	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2¾x½	T	156	108	36	48x3	54x4	½	45
46	Mod	D.B-L	B-L 70	. .	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	. . .	. .	Ros	9½x3½x½	C	. . . .	38½	42x3	56x4	N	46
47	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704 HP	WF	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7x3½x½	C	180	107½	34	42x2½	54x3	½	47
48	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704WP	WF	R	7.6	72.2	Own	T4IA	921	RI	Ros	7x3½x½	P	180	107½	34	42x2½	54x3	½	48
49	Lon	D.B-L	B-L 60	A	7	No	Blo 4	Tim 66702W	WF	R	8.75	83.2	Tim16700TW	W84I	920	TD	Ros	8x2½x	C	200¾	124¼	38	46x3	54x3	½	49
50	Lon	D.Ful	Ful H U 16	U	8	. . . .	Cle	Own	IF	. .	8.53	155	Own	. . .	. . .	. .	Woh	. . . .	. .	112	84½	. .	. . . .	. . . .	. .	50
51	Lon	D.Ful	Ful H U 16	U	8	. . . .	. .	Own	I	. .	8.53	155	Own	. . .	. . .	. .	Woh	. . . .	. .	174	114½	. .	. . . .	. . . .	. .	51
52	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3	C	153½	110½	34	48 3½	52x4	N	52
53	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	53
54	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	54
55	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9½x3x	P	125	70	34	40x3	50x3	½	55
56	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	WF	R	8.50	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x	P	125	69¼	34	40x3	54x3	½	56
57	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x	P	125	69¼	34	40x3	54x3	½	57
58	Lon	D.Own	Mun	U	12	A	Spi	Tim 1403	WF	R	10	213	Eat 527F	B4IM	793	TX	Jac	9x3½x	P	125	70	34	40x3	54x3	½	58
59	Lon	D.	Ful	U	4	No	Spi	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x	P	137	82	34½	50x3½	54x3	½	59
60	Lon	D.B-L	B-L	A	7	. . . .	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	. . .	RI	Ros	7x2¾x¼	C	. . . .	. . . .	. .	40x2½	54x4	½	60
61	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	61
62	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	. . .	FD	Ros	8¼x3¼x¼	C	198½	141½	41½	44x3	60x4	½	62
63	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IH V	690	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	62x3½	½	63
64	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	. .	. .	Tim 16710 H	4IHV	. . .	TD	Ros	7x3½x¼	P	110	. .	34	40x2½	56x3½	½	64
65	You	D.B-L	B-L 55	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	85	Shu 678	W4IA	. . .	CD	Ros	8x4x	I	112	80	34½	41½x3	54½x3½	½	65
66	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	66
67	Own	D.Own	Own	U	5	No	Own	Own 1300	CD	R	10	99.5	Eat 74C	B04IM	736	4I	Own	8x3x¼	T	120	82½	34	44x3	54x4	½	67
68	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81½	34	44x3	58x4	½	68
69	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 4	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	C	126	86½	33¼	42x2½	56x3½	½	69
70	Own	D.B-L	B-L	A	7	Spi	Spi 6	Tim 66702D	W	R	8.50	91.8	Tim 16302	OPV	690	FD	Ros	8x3½x¼	C	192	130	38	44x2½	52x3	½	70
71	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x¼	P	154½	99½	37	49x3	56x4	½	71
72	Bus	D.B-L	B-L 55	A	4	. . . .	Spi	Tim 66702D	WF	. .	9.66	51.7	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	148	92½	. .	. . . .	. . . .	. .	72
73	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	W84IA	. . .	TD	Ros	9x3x¼	T	115	80	33	42x3	58½x3	½	73
74	Own	Own	B-L 55	A	4	. . . .	Spi	Tim 66702D	WF	. .	10.2	54.8	Tim 17300	. . .	. . .	. .	Ros	. . . .	. .	180	101½	. .	. . . .	. . . .	. .	74
75	Own	P.Own	Own BC	U	4	No	Spi 2	Own BC	CD	R	7.17	46.1	Own BC	O4IV	590	FD	Own	8½x3x	T	120	73	33½	42½x3	54x3	½	75
76	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8½x2½x	T	144	80	33½	48x3½	56x3½	½	76
77	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93	37½	48x3½	52x4	½	77
78	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93	37½	48x3½	56x4	½	78
79	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¾x¼	C	132	. .	37½	48x3x3½	56x4	½	79
80	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x	C	132	92	37½	46x3½	52x4	½	80
81	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9x3½x5	C	156	99	34	39½x2½	54x3	½	81
82	Mod	D.B-L.	B-L 60	. .	. .	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	. .	132	96	. .	40x3	50x4	. .	82
83	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	142	2I	Han	7x2½x½	. .	113½	83½	34	44x2½	. . . .	½	83
84	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x½	C	132½	78½	34	41x3	56x4	½	84
85	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	. .	7.88	58.5	Tim 1660W	4IA	447	FX	. . .	8½x3½x½	P	216	148	34	42x3	60x4	½	85
86	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	86
87	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	87
88	Mod	D.Ful	Ful	A	8	U	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	. . .	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x4	½	88
89	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	89
90	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x	. .	Opt	Opt	37	44x3	56x3½	½	90
91	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x	. .	Opt	Opt	37	44x3	56x3½	½	91
92	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	162	105½	42½	44x3	51½x5	N	92
93	Own	P.Own	Own 4B	U	4	Op	Spi	Own	2F	R	10.1	66.1	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51½x5	N	93
94	. .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	. . .	CI	Ros	8½x3x¼x	C	156	91¾	. .	. . . .	52x5	N	94
95	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66704DH	WF	R	9.0	98.2	Tim 16700H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	. .	. . . .	. . . .	. .	95
96	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	96
																								5½ Ton and More		
97	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	. . .	2X	Own	8x3x	T	209	139	36	45x3	56x4	N	97
98	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	WF	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x	T	159½	88¾	34¼	42½x3	54½x4	½	98
99	Lon	D.B-L	B-L	A	4	No	Spi 3	Tim .	WF	R	6.75	63.7	Shu	L4IHV	664	CD	Ros	8x3x	P	162	99	36	40x3	54x4	½	99
100	Lon	D.B-L	B-L	U	4	No	Spi 4	Tim	WF	R	10.0	95.5	Shu	T4IA	676	TD	Ros	8x3x	P	162	99	36	40x3	54x4	½	100
101	Own	D.B-L	B-L 60	A	4	No	Blo	Ti' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	Opt	Opt	38	43½x3	55½x4	N	101
102	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	. . .	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	. .	102
103	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	103
104	Per	D.B-L	B-L 60 Max	A	7	. . . .	Spi	Tim68700TW	WF	. .	Opt	Opt	Tim27450TW	T4IA	603	2I	Ros	8x3x	T	162	109	34	46x3	56x4	½	104
105	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x½	C	151	87½	38	44x3	56x3½	½	105
106	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x½	C	151	87½	38	44x3	56x3½	½	106
107	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x	C	153½	110½	34	48x3½	52x4	N	107
108	Lon	D.Ful	Ful H U 16	U	8	. . . .	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x	C	117	78½	32	54x3	52x4	½	108
109	Lon	D.Ful	Ful H U 16	U	8	. . . .	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x	C	177	111	32	54x3	52x4	½	109
110	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x	C	112	84½	32	54x3	52x4	½	110
111	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x	C	174	114½	32	54x3	52x4	½	111
112	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .	. .	144	94½	. .	. . . .	. . . .	. .	112
113	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM.	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	113
114	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	114

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	1
2	(X)Gen.Mot.T61S-6½	3525	154	200	22000	7015	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	2
3	(X)Gen.Mot.T82 . .5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	3
4	(X)Gen. Mot. T85 5-7	5600	171	204	26000	10350	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14⅛	7	FP	Ha	Str	M	D-R	D-R	4
5	Gotfredson...RW104A	....	169	193	.....	12000	S 36x6	DS40x8	Bud BBU	4-5x6½	....	40.0	.....	L	....	....	....	....	..	PC	Pe	Zen	V	R-Bo	D-R	5
6	Gotfredson...RW106A	....	173	196	.....	12400	S 36x6	DS40x8	Own	6-4⅛x4¾	....	48.6	.....	L	....	....	....	....	..	PC	Pe	Str	M	R-Bo	D-R	6
7	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5½	549	48.6	100–2000	L	G	C	3½	11½	4	...	Wa	Str	M	A-L	A-L	7
8	G-P.....85-8, 5-7	....	169	Op	24000	9200	B10.50/ 20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140–3000	L	G	C	2¾	11½	5	...	....	Str	M	A-L	A-L	8
9	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/ 24	DB10.50/2	Wau 6RB	6-5x5¾	677. 0	60.0	125–2000	L	G	A	3½	11¾	4	...	Wa	Str	M	A-L	A-L	9
10	Hahn & Selden..77 5-7	....	....	....	27800	.....	.....	.....	.....	.....	611. 4	.....	127–2300	..	C	A	3	.....	7	.....	.....	.....	.....	.....	.....	10
11	Indiana.....250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4½x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	11
12	Indiana...290 7½-10T	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611. 4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	12
13	La Fran.-Republic.35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549. 0	48.6	98–1850	L	G	C	3½	11½	4	PC	Wa	Zen	M	A-L	A-L	13
14	Mack AC.....	5500	156	240	.....	.....	S 36x6	DS40x6	Own AC	4-5x6	471. 2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	14
15	Mack AC.....	6550	174	240	.....	.....	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525. 5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	15
16	Mack AC.....	6000	156	240	.....	.....	S 36x7	DS40x7	Own AC	4-5x6	471. 2	40. 0	77–1800	L	G	S	3	10½	3	PS	Own	Str	G	R- Bo	.....	16
17	Mack AP.....	9500	191	191	.....	.....	S 36x7	DS40x8	Own AP	6-5x6	706. 5	60.	150–2000	L	G	S	3⅛	11⅛	4	PS	On	Str	V	R-Bo	NE	17
18	Moreland H7	5200	196	....	22000	8000	P 36x8	DP36x8	Her YXC	6-4⅛x4¾	428. 4	45.9	94–2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	18
19	Netco..... K	....	180	220	.....	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140–2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	19
20	Pierce-Arrow.....PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130–2000	L	G	A	3½	16⅜	7	FP	Ha	Zen	M	D-R	D-R	20
21	Relay..100B, 7½ Ton	6900	220	....	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118–1850	L	G	C	3	10¼	4	PC	Ha	Zen	E	A-L	L-N	21
22	Schacht.....65 6 Ton	....	160	198	.....	9000	S 36x5	S36x12	Wau 5RL	6-4⅜x5½	462	45.9	88–2000	L	G	B	3	.....	7	PC	Mo	Zen	G	L-N	L-N	22
23	Schacht...70 7½ Ton	....	168	200	.....	10500	S 36x7	DS 40x8	Wau 5RL	6-4⅜x5½	462	45.9	88–2000	L	G	B	3..	.....	7	FP	Mo	Zen	G	A-Bo	No	23
24	Service.....100ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	410. 9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	24
25	Standard.....5-7	....	165	180	.....	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425. 3	36. 1	.....	L	G	C	2⅝	.....	3	FP	Si	Str	V	Els	A Bo1	25
26	Ster..EW 23-64 5½-7	....	174	192	23000	7950	S 36x5	S 40x10	Wau 6KS	6-4x4¾	358	38.4	71–2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	26
27	Ster.. DC 23-64 5½-7	....	166	180	23000	8400	S 36x5	S 36x12	Wau 6KS	6-4x4¾	358	38.4	71–2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	27
28	Sterling DW20-64 5–6	....	....	....	20000	.....	.....	.....	Wau 6SRL	6-4⅜x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	CC	.....	.....	.....	.....	.....	28
29	Sterling EW27-64 7-8½	....	174	192	27000	9765	S 36x6	S 40x4	Wau 6SRL	6-4⅜x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	29
30	Sterling DC26-64 7-8½	....	166	180	26000	7730	S 36x5	S40x12	Wau 6SRL	6-4⅜x5½	462	46.0	88–2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	30
31	Sterling DC27-64 7-8½	....	174	188	27000	7825	S 36x6	S40x12	Wau 6HB	6-4¼x5¾	489	43.3	90–1900	L	G	C	3½	11⅛	4	FP	Wa	Zen	V	.....	L-N	31
32	Ster'g EC29-66 8½-10	....	182	200	29000	10380	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98–1850	L	G	C	3½	11⅛	4	FP	Wa	Zen	V	.....	L-N	32
33	Sterling EC35-66 10-12	....	182	200	35000	10930	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98–1850	L	G	C	3½	11⅛	4	FP	Wa	Zen	V	.....	L-N	33
34	Stewart.....27X 7 Ton	5700	165	235	.....	9987	P 36x7	P 40x7	Wau 6SRL	6-4½x5½	462	45.9	100–2000	L	G	C	3	12⅛	7	FP	Wa	Str	V	D-R	D-R	34
35	Walter...FHRS 7½ T.	8000	Op	136	31000	10000	B10.50/24	DB10.5/ 24	Own 6	6-4½x5¾	549	48.6	100–1800	L	G	C	3½	10⅝	4	PC	On	Zen	V	R-Bo	D-R	35
36	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau 5RL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	36
37	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DS40x8	Wau 5RL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	37
38	Ward La Fra. 7B6-7½	6300	Op	Op	28000	10500	S 36x7	DS40x8	Wau AB	6-4½x5¾	540	48.6	100–1800	L	L	G	3½	11⅝	4	FP	Wa	Str	P	R-Bo	D-R	38
39	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326. 3	28.9	54–1600	L	G	S	2¾	1 ⁱ⁶	3	FP	On	Zen	V	Els	.....	39
40	Witt-Will.....R55	5700	159	...	27000	9500	P 38x9	DP38x9	Own 21R	6-4¾x4¾	427. 5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	40
	Six-Wheelers																									
41	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4⅛x4¾	453. 0	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	41
42	Brockway.640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5½	611. 4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	42
43	Chicago.....1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	462	45.9	97–2000	L	G	A	3	13⅛	7	FP	Wa	Str	M	A-L	A-L	43
44	Day Elder 285 8 Ton	6000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427. 5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	44
45	Day Elder 345 10 Ton	7500	164	204	34500	12500	B9 .00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427. 5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	45
46	Day Elder 402 12 Ton	9000	164	204	40000	14000	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611. 4	54.2	127–2300	L	G	A	3	13⅛	7	FP	Co	Zen	M	D-R	D-R	46
47	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	428. 4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	47
48	Diamond T ..1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4¼x4¾	453. 3	48.6	99–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	48
49	Diamond T ..1601 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677. 4	60.0	126–1800	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	Bos	A-L	49
50	Diamond T...1600 8T	6220	175	210	36000	12000	E 36x8	DP36x8	Her YXC3	6-4¼x4¾	453. 3	51. 3	106–2200	L	G	C	3	15	7	PC	Wa	Zen	M	A-L	A-L	50
51	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4¼x6	572. 5	48.6	114–1900	L	G	C	3	10¼	4	PC	Bu	Zen	E	L-N	L-N	51
52	Fageol.....4-66 4T	....	....	....	.....	.....	.....	.....	.....	4-4¾x5½	462. 0	45.9	89–2200	L	G	A	3	13⅞	7	.....	.....	.....	.....	.....	.....	52
53	Fageol.....6-66 6T	6900	195	220	.....	11280	P 36x6	DP36x6	Wau 5RL	6-4⅜x5½	462	45.9	89–2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	53
54	Fageol.....10-66A	8850	230	....	.....	12870	P 36x6	DP36x6	Wau AB	6-4½x5¾	549. 0	48.6	100–2000	L	G	A	3½	11⅝	4	PC	Wa	Zen	V	D-R	D-R	54
55	Fageol.....10-66C	9100	232	....	.....	13700	P 36x6	DP36x6	Wau AB	6-4½x5¾	549. 0	48.6	100–2000	L	G	A	3½	11⅝	4	PC	Wa	Zen	V	D-R	D-R	55
56	Federal.D2SW-2½-3T	1050	140	164	11000	3800	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200. 5	24.0	48–2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	M	D-R	D-R	56
57	Federal .E2SW-2½-3T	1150	145	169	11000	3915	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215. 0	27. 3	60–2600	L	C	A	2½	9⅛	7	PC	KP	Zen	V	D-R	D-R	57
58	Federal ..U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	380. 9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	58
59	Federal ..U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	380. 9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	59
60	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6-4¾x4¾	428	45.9	100–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	60
61	Fisher-Standard 150-A	....	210	250	36000	13000	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427. 5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	61
62	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	DP36x8	Wau 5RL	6-4⅜x5½	462	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	Els	N-E	62
63	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331. 4	33.7	94–2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	63
64	(X)Gen.Mt....T95, 7-9	7545	189	224	34000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43. 3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	64
65	(X)Gen.Mt....T96 ,7-9	7195	189	224	34000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43. 3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	65
66	G-P.65-6 SW, 5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc T8	6-3⅝x5	353. 0	36. 4	97–2750	L	G	C	2¾	10	4	.....	.....	Str	M	A-L	A-L	66
67	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3⅝x4½	322. 0	36. 4	100–3200	L	G	C	2¾	11⅞	5	.....	.....	Str	M	A-L	A-L	67
68	G-P.75 6 SW, 6-8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4¾x5½	462. 0	45.9	100–2400	L	G	C	3	13⅞	7	.....	Wa	Str	M	A-L	A-L	68
69	G-P.75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420. 0	45.0	135–3000	L	G	C	2¾	11⅞	5	.....	.....	Str	M	A-L	A-L	69
70	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549. 0	48.6	100–2000	L	G	C	3½	11⅞	4	.....	Wa	Str	M	A-L	A-L	70
71	G-P.85-8 SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/ 24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140–3000	L	G	C	2¾	11⅞	5	.....	.....	Str	M	A-L	A-L	71
72	G-P.95-6SW,10-12Ton	8215	176	Op	40500	13000	B10.50/ 24	B13.50/24	Wau 6RB	6-5x5¾	677. 0	60. 0	125–2000	L	G	C	3½	11⅞	4	.....	Wa	Str	M	A L	A-L	72
73	Hendrickson....MSW	6400	Op	Op	32000	9000	P 38x7	DP38x7	Bud BA-6	6-4½x5	411	40. 8	73–2000	L	G	C	2½	9¼	4	FP	Bu	Zen	M	A L	A-L	73
74	Hendrickson.....SW	6900	Op	Op	40000	12500	P 40x8	DP40x8	Wau EU	4-5x6¼	....	....	.....	L	G	C	2½	....	4	FF	Wa	Zen	V	A L	A-L	74
75	Hendrickson.....SW-6	7400	Op	Op	40000	13000	P 40x8	DP40x8	Bud GL6	6-4½x6	572. 5	48. 6	114–2200	L	G	C	3	10¼	4	FP	Bu	Zen	M	A L	A-L	75
76	Hug.....97-6, 5T	....	144	144	31765	.....	P 40x8	DP40x8	Bud BA6	6-4½x5½	411. 0	40. 8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	M	R Bo	D-R	76
77	Hug.....98-6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638. 0	54. 1	126–1850	L	G	C	3	10¼	4	PC	Bu	Zen	M	R Bo	D-R	77
78	Indiana.....640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611. 4	54. 2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	78
79	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468. 0	43. 3	105–2000	L	C	A	3¼	10⅜	4	PC	No	Zen	M	D-R	D-R	79
80	Kenworth.....385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706. 8	60. 0	150–2000	H	C	A	3¼	11⅛	7	FP	No	Zen	M	D-R	D-R	80
81	Kleiber.....22DD 5T	5000	192	....	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339. 3	38. 4	82–2400	H	C	C	2¾	7	FP	No	Str	V	R-Bo	-Bo	81
82	Kleiber.....28DD	6500	201	....	28000	10060	P 34x7	DP34x7	Con 20R	6-4¼x4¾	411	40. 0	89–2400	H	C	C	2¾	13	7	FP	No	Str	V	R Bo	D-R	82
83	Kleiber.....34DD	7500	210	....	34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427. 5	45. 9	100–2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	83
84	Kleiber.....34DDT	9000	215	....	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54. 1	126–1850	L	G	C	3	.....	4	FP	No	Str	V	R.Bo	D-R	84
85	LeMoon.....HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5½	462	45. 9	87–2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	85
86	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5½	462. 0	45. 9	87–2000	L	G	A	3	3	4	PC	Wa	Str	M	A-L	A-L	86
87	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462	45. 9	87–2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	87
88	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48. 6	100–2000	L	G	C	3½	.....	4	PC	Wa	Str	M	L-N	L-N	88
89	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60. 0	127–2000	L	G	C	3	.....	4	PC	Wa	Str	V	L-N	L-N	89
90	Maccar.....126 6T	....	181	222	24000	9200	P 36x8	P 36x8	Bud BA6	6-4½x5½	411. 0	40. 8	78–2250	L	G	C	2½	9⅛	4	PC	Pe	Str	V	D-R	D-R	90
91	Mack.....AC	7500	177	217	.....	.....	S 36x6	S 40x12	Own AC	4-5x6	471. 2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	91
92	Mack.....AC	8700	197	237	.....	.....	P 40x8	DP40x8	Own BK	6-4½x5½	48.6	..	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	92
93	Mack.....AP	12000	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706. 5	60.	150–2000	L	G	S	3⅛	11⅛	4	PS	On	Str	V	R-Bo	N-E	93
94	Moreland.....BD 7	3565	184	...	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298. 2	33. 7	67–2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	94
95	Moreland.....ED7	5285	196	...	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4½x4½	360. 8	40. 8	73–2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	95
96	Morcland.....HD7	6585	220	...	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4¾x4¾	478. 8	51. 2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	96
97	Moreland.....SD7	6860	221	...	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4¾x4¾	478. 8	51. 2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	97
98	Moreland.....TD7	8245	221	...	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611. 4	54. 1	.....	L	..	..	..	.....	4	PC	No	Zen	M	A-L	A-L	98
99	Relay.....50SW 5T	5505	152	178	.....	8600	P 36x6	DP36x6	Bud DW6	6-3¾x5	331. 3	33. 7	73–2200	L	G	C	2½	.....	4	FP	No	Zen	V	A-L	A-L	99
100	Relay.....60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4¼x5¾	411. 0	40. 8	83–2100	L	G	C	2½	.....	4	FP	Bu	Zen	V	A-L	A-L	100
101	White.630SW 200 3 T	....	193	205	24000	10000	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38. 4	72–1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	101
102	White 642.....SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45. 9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	102
103	White 643.....SW410	....	198	215	40000	14400	S 40x8	DS40x8	Own 1AB	6-4¾x5¾	519	45. 9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	103

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																					5½ Ton and more Con'd						
1	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	...	WF	R	8.5	52.5	Eat 527F	B4IM	685TX	Jac	9x3½x⅞	P	125	69¼	34⅞	40x3	54x3	½	1
2	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	...	WF	R	8.50	52.5	Eat 527F	B4IMV	685TX	Jac	9x3½x⅞	P	125	69¼	34⅞	40x3	54x3	½	2
3	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	...	WF	R	10.2	143	Eat 527F	B4IM	793TD	Jac	9x3½x⅞	P	125	70	34⅞	40x3	54x3	½	3
4	Lon	D.	Ful	U	4	No	Spi	Tim 76730	...	2F	R	8.50	53.3	Tim 36000	B4IMV	865TX	Jac	9x4x⅞	P	137	82	34½	50x3½	54x3	½	4
5	Lon	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF	..	11.7	111	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	5
6	McC	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF	..	10.0	95.0	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	6
7	Own	D.Ful	Ful MHV	U	4	A3	M.M	.8Wis 1567W	...	DF	R	9.00	113.	Tim27450TW	B4IM	...CD		Ros	12x3½x⅞	T	.....	.....	.....	40x3	58x4	..	7
8	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis 1567W	...	DF	R	9.00	113.	Tim27050T	B4IM	...CD		Ros	14x3½x⅞	T	.....	.....	.....	40x3	58x4	½	8
9	Own	D.Ful	Ful MHD	U	4	A3	MM8	Wis 19000W	...	DF	R	10.1	125.	Tim27450TW	B4IM	...CD		Ros	14x3½x⅞	T	.....	.....	.....	40x3	58x4	½	9
10	.....	.....	.....	.....	..	A	Blo	.....	.....	.....	R	.....	.....	.....	4IMV	...TD		.....	9x3¼x¼	P	.....	.....	37½	42x3	60x4	½	10
11	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	...	WF	R	8.75	63.7	Shu	LT4IHV	664CD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	11
12	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676TD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	12
13	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	...FD	Han	9½x3½x⅞	C	128½	81¼	36 ⅛	44x3	60x3½	½	13
14	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	1942I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	½	14
15	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492JX	Han	8x3x⅞	C	132	...	37½	48x3½	52x4	..	15
16	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	1942I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	..	16
17	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287JX	Own	8x3x⅞	C	180	108¾	37½	46x3½	52x4	½	17
18	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...TI	Ros	9½x3⅞x⅞	C	168	113	34	39¾x2½	56x3½	¼	18
19	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	...	R	Opt	Opt	Tim 26450H	L4IH	.....	Ros	9x3x¼	C	180	120	33	44x3	56x4	..	19
20	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702ID	Han	10x3x⅞	C	139	84½	38½	41x3	56x5	½	20
21	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480FX	Han	8½x3½x⅞	C	192	134	34	42x3	56x4	½	21
22	Own	D.B-L	B-L 60	A	7	A	Spi	Own..	...	2F	R	10.3	65.0	Own	L4IHV	628TX	Own	8x2½x⅞	C	152	95 ⅛	35¾	42x3	60x3½	½	22
23	Own	D.B-L	B-L 70	A	7	A	Spi	Own	...	WF	R	14.0	88.2	Own	O2IMV	628TX	Ros	9x2½x⅞	C	152	82 ⅛	35¾	42x3	50x3	½	23
24	Lon	Own	B-L 60 Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	24
25	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	..	6.86	83.6	Tim 17300	.....	.....	.....	Ros	.....	.....	144	93 ⅜	.....	.....	.....	.....	25
26	.....	.....	.....	.....	..	...	Spi	.....	.....	.....	R	.....	.....	.....	L4IHV	647TX	.....	.....	7x2x¼	C	.....	.....	34	48x3	54x3	⅛	26
27	Hen	D.B-L	B-L 60	A	4	Op	Spi	Tim 68700	...	WF	R	10.0	53.5	Tim 16300	T2IM	2902I	Han	9x2x¼	C	158	97	38	48x3	60x4	..	27
28	Hex	D.B-L	B-L 60	A	4	Op	Spi	Tim 66601D	...	WF	R	9.5	50.8	Tim 16300	T2IM	2362I	Han	7x2x¼	C	158	97	38	48x3	60x3½	..	28
29	Hex	D.B-L	B-L 55	U	4	Op	Spi	Own	...	CD	R	....	49.1	Tim 15300	O2IM	500JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	29
30	Hex	D.B-L	B-L 55	U	4	Sp	....	Own	...	CD	R	....	49.1	Tim 15300	O2IM	660JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	30
31	Per	D.B-L	B-L 55	U	4	Op	Spi	Own	...	CD	R	....	49.1	Tim 16300	O2IM	660JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	31
32	Hex	L. H-S	Own	A	6	Opt	Spi	Own	...	CD	R	....	59.8	Tim 17300	O2IMV	660TX	Han	9x2x¼	C	158	97¼	38	48x3	60x4	..	32
33	Hex	O. H-S	Own	A	6	Op	Spi	Own	...	CD	R	....	59.8	Tim 17300	O2IMV	660TX	Han	9x2x¼	C	158¼	97¼	38	48x3	60x4	..	33
34	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...TX	Ros	9⅛x2¾x⅞	C	136½	76⅜	32	40x3	56x4	½	34
35	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	35
36	Own	P.B-L	B-L	A	7	...	Spi	Tim 68702	...	WF	..	Opt	Opt	Tim	T2IMV	...TX	Ros	8x3½x⅞	C	Opt	Opt	37	44x3	56x4	½	36
37	Own	P.B-L	B-L	A	7	...	Spi	Tim 68700	...	WF	..	Opt	Opt	Tim	T2IMV	...TX	Ros	8x3½x⅞	C	Opt	Opt	37	44x3	56x4	½	37
38	Own	P.B-L	B-L 7	A	7	...	Spi	Tim 68700D	...	WF	..	Opt	Opt	Tim	T2IMV	...TX	Ros	9x3½x⅞	C	Opt	Opt	37	44x3	56x4	½	38
39	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	2242I	Own	8x	I	166	105½	42½	44x3	51⅛x5	N	39
40	Per	D.B-L	B-L 60	A	4	A	Spi	Tim66704DH	..	WF	R	9.0	48.2	Tim 16700	L4IHV	...TD	Ros	8x3x¼	C	.....	76	36	.....	.....	.....	.....	40
																							Six-Wheelers				
41	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720TD	Ros	10½x3x⅞	T	159⅛	86¾	34½	42½x3	61x5	½	41
42	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	N	42
43	Chi	D.B-L	B-L 60 Max	A	7	No	Spi	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796TD	Ros	8x3½x⅞	C	132½	...	35½	44½x3	60x4	..	43
44	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7¼	71.2	Tim 26450H	L6IHV	674TD	Ros	10x3¾x⅞	C	132½	80½	37	48x3	64x4	½	44
45	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim 17300	TrIA	490TD	Ros	10x3¾x⅞	C	132½	80½	37	48x3	64x5	½	45
46	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim 17300	TrIA	490TD	Ros	10x3¾x⅞	C	127¼	75¼	37	45½x3	64x5	½	46
47	G&O	D. Cov	B-L	A	7	No	SpP 5	Own	4 R	WF	R	Opt	Opt	Shu 5582B	L6IHV	571TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	47
48	G&O	D.Cov	B-L 60 Max	A	7	No	SpB5	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	W84I	238TD	Ros	9x3¼x¼	P	162	100¼	37	46x3	50x4	N	48
49	G&O	D.B-L	B-L 70	A	7	No	SpB 5	Tim SW300	4R	WF	R	Opt	Opt	Tim 17300	W84I	238TD	Ros	9x3¼x¼	P	141	93	37	46x3	50x4	N	49
50	G&O	D.Cov	B-L 60 Max	A	7	No	SpP 5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	W84I	238TD	Ros	9x3¼x¼	P	138¾	94¾	37	46x3	50x4	N	50
51	Own	D.Ful	Ful H-OG	U	..	A 8	Blo 5	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	...CX	Ros	10x2½x⅞	T	240	140	36	48x3	65x3½	..	51
52	.....	.....	.....	.....	..	8	A 3	PeS6	4 R	.....	R	.....	.....	.....	L4rIHV	...TX	.....	7½x3½x⅞	C	.....	.....	.....	41x3	46x3½	N	52
53	Per	P.B&B	B-L554&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	93.2	Tim 15000	T4rIAV	...TX	Ros	8x3¼x⅞	C	192	114½	33½	41x3	46x3½	N	53
54	Per	P.B&B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...TX	Ros	8½x4x⅜	C	213½	147¾	34	41½x3	49¼x4	N	54
55	Per	P.B&B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...TX	Ros	8½x4x⅜	C	213½	149¾	40	41½x3	49½x4	N	55
56	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566TX	Gem	6x2¼x¼	C	106	64¼	34	38x2¼	40½x2½	N	56
57	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566TX	Gem	6x2¼x¼	C	118	68¾	34	38x2¼	40½x2½	N	57
58	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV	...TI	Ros	7⅞x3½x⅞	P	164	102	34	42x2½	63x4	½	58
59	Lon	P.B&B	B-L 55	A	7	No	P-S4	TimSW200W	4R	WF	R	7.50	71.3	Own	TrIA	867TI	Ros	7⅞x3½x⅞	P	164	102	34	42x2½	63x4	½	59
60	Lon	P.B&B	B-L 55	A	7	No	Pet 4	TimSW300W	4R	WF	R	8.5	80.7	Own	T6IA	867TI	Ros	7⅞x3½x⅞	P	190	118	34	42x2½	63x4	½	60
61	Lon	D.B-L	B-L 60	A	7	No	Blo 6	Tim SW-300	4R	WF	R	9.25	87.9	Tim16700TW	T4IA	130TD	Ros	8x2½x⅞	C	215¾	134¾	38	46x3	62x4	½	61
62	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	.4M	Ros	7x3x⅜	C	180	137	36	42¾x2½	44x3	½	62
63	Lon	D.Own	Mun	U	12	A	Pet	Tim SW200	4 R	WF	R	9.25	129	Eat 527F	BrIA	870TX	Jac	9⅞x3½x⅞	P	161	100¼	34½	40x3	50x4	½	63
64	Lon	D.	Ful	U	4	No	Spi	Tim SW300	4R	WF	R	8.50	53.3	Tim 36000	B6IA	...TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	64
65	Lon	D.	Ful	U	4	No	Spi	Tim SDT 310	2	2F	R	8.15	51	Tim 36000	B6IA	...TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	65
66	Own	D.Ful	Ful VUOG	U	..	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...CD	Ros	10x3½x⅞	T	.....	.....	.....	40x3	58x3½	..	66
67	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...CD	Ros	10x3½x⅞	T	.....	.....	.....	40x3	58x3½	½	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...CD	Ros	11x3½x⅞	T	.....	.....	.....	40x3	58x4	½	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...CD	Ros	11x3½x⅞	T	.....	.....	.....	40x3	58x4	..	69
70	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...CD	Ros	12x3½x⅞	T	.....	.....	.....	40x3	58x4	½	70
71	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...CD	Ros	12x3½x9	T	.....	.....	.....	40x3	58x4	½	71
72	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...CD	Ros	14x3½x⅞	T	.....	.....	.....	40x3	58x4	½	72
73	Chi	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	...	WF	R	Opt	Opt	Tim 16302	L4IHV	...FX	Ros	8x3x⅞	P	Opt	Opt.	36	43x3	56x4	N	73
74	Chi	D.B-L	B-L 70-7	A	7	No	Bl 4-5	Own	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...FX	Ros	8x3x⅞	P	Opt	Opt.	38	45½x3	59x4	N	74
75	Chi	D.B-L	B-L 70-7	A	7	No	Bl 4-5	Own	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...FX	Ros	8x3x⅞	P	Opt	Opt.	38	45½x3	59x4	N	75
76	You	D.B-L	B-L 55	A	7	..	Blo	Wis 1627KW	2	2F	H	10.2	85	Shu 678	W4IA	...TD	Ros	8x4x⅜	I	131½	80	34⅛	41½x3	54½x3½	¼	76
77	You	B-L	B-L714,703	A	7	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	...TD	Ros	8x4x⅜	I	I	I	I	41½x3	54½x3½	¼	77
78	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	½	78
79	Per	D.B-L	B-L 554	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	87.0	Tim 26450	T4IA	592FD	Ros	8x3x⅞	C	240	145	36½	42x3	68x4	½	79
80	Per	P.B-L	B-L 714	A	7	A3	Spi	TimSW410W	4R	WF	H	7.8	74.0	Tim 26450	T4IA	592FD	Ros	8x3x⅞	C	235	143	36¾	42x3	68x4	½	80
81	Own	B-L	B-L 55-7	A	7	No	SpB	TLSW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674TD	Ros	7x3½x⅞	P	168	Opt	34	44x3	60x4	½	81
82	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848TD	Ros	7x3½x⅞	P	180	Opt	38	44x3	60x4	½	82
83	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848TD	Ros	8x3½x⅞	P	180	Opt	38	44x3	60x4	½	83
84	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848TD	Ros	8x3½x⅞	C	204	Opt	38	44x3	60x4	½	84
85	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	T'63703-97H	...	WF	..	6.0	35.7	Tim 15733H	L6IHV	700CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	85
86	Chi	D.B-L	Ful VUOG	U	5	No	Spi 3	T'65703-97H	...	WF	..	6.75	47.7	Tim 15733H	L6IHV	870CX	Ros	7x4x¼	C	162	108	34	39½x3	46x3½	N	86
87	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	...	WF	..	9.66	91.7	Tim 16302	T4IHV	864CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	87
88	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	...	WF	..	9.66	91.7	Tim 27450	T4IA	864CX	Ros	9x4x¼	C	162	108	37	48x3½	52x4	N	88
89	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	...	WF	..	9.66	91.7	Tim 27450	T4IA	864CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	89
90	Per	D.B-L	B-L 60	A	7	A7	S-C	.....	4R	W	R	6.4	78.4	Tim 16302	rIM	594FI	Ros	10x3½x¼	C	.....	.....	.....	42x3	66x3½	½	90
91	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	6.68	42.9	Own AK	OrIV	574FD	Own	8x3x⅞	C	132	87	37	46x3½	52x4	½	91
92	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AC	OrIV	574FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	92
93	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	7.06	45.3	Own AK	OrIV	574FD	Own	8x3x⅞	C	135	88	37	46x3½	52x4	½	93
94	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...TX	Ros	9⅞x3½x¼	C	168	102	34	40x2½	42x2½	½	94
95	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...TI	Ros	9⅞x3½x⅞	C	168	113	34	39½x2½	43½x3½	½	95
96	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...TI	Ros	9⅞x3⅞x⅞	C	192	137	38	44x3	43½x3½	½	96
97	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...TX	Ros	11x3⅞x⅞	C	216	135	38	44x3	43½x4	½	97
98	Own	P.B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...TX	Ros	11x3⅞x⅞	C	240	135	38	44x3	43x4	½	98
99	Lon	B-L	B-L 51	U	5	...	Blo	Own 40	2R	2F	..	7.4	54.7	Tim 14704H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	99
100	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	.....	.....	.....	Han	.....	.....	.....	.....	.....	.....	.....	.....	100
101	.....	P.Own	Own 4B	U	4	No	.....	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...CI	Ros	8x3x¼	C	Opt	104¼	34	42x3	42x4	N	101
102	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310w	...	WF	R	8.5	55.6	Own 12D	WrIA	...C	Ros	8½x3½x⅞	C	167	109¾	.....	42x3	42x4	N	102
103	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...C	Ros	8½x3½x⅞	C	167	109¾	.....	42x3	42x4	N	103